



## Granite Bay Community Plan Table of Contents

These links will take you either to a Web page with further information on that element of the Community Plan, or further down this page to the element mentioned in the plan's table of contents.

### [Table Of Contents](#)

#### 1. [Introduction](#)

#### 2. [Community Development](#)

#### 3. [Resources](#)

#### 4. [Health and Safety](#)

#### 5. [Public/Quasi Public](#)

#### [Services](#)

#### 6. [List of Maps](#)

#### 7. [Appendices](#)

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ADOPTED BY THE BOARD OF SUPERVISORS ON MAY 8, 1989

### AMENDMENTS AND REPRINTINGS

1. **May 8, 1989 (adoption)** - Board of Supervisors original adoption (GPA-265/REA-765), replaces the southerly portion (Granite Bay area) of the 1975 Loomis Basin General Plan.

2. **July, 1995 (reprinted)** - Changes were included to reflect the Board of Supervisors' adoption of the County-wide General Plan on August 16, 1994. These changes generally include revisions to the Noise Element and Recreation Element, and other minor editorial changes. In addition, all references to the 100-year floodplain are based upon the definition contained within the Placer County General Plan.

3. **January 23, 1996 (amendment)** - Changes were adopted by the Board of Supervisors to bring the Plan into conformance with the County-wide General Plan regarding revised stream setbacks and park development standards (GPA-308/REA-856).

## GRANITE BAY COMMUNITY PLAN

1989

### TABLE OF CONTENTS

#### I. INTRODUCTION

- A. PURPOSE OF THE COMMUNITY PLAN
- B. DESCRIPTION OF THE STUDY AREA
- C. PLANNING PROCESS
- D. PLAN ASSUMPTIONS
- E. GENERAL COMMUNITY GOALS AND POLICIES

#### II. COMMUNITY DEVELOPMENT

- A. HOUSING ELEMENT
  - Population
- B. LAND USE ELEMENT
  - Description of Land Use Districts
  - Rural Estate
  - Rural-Residential
  - Rural-Low Density Residential
  - Low Density, Medium Density and High Density Residential
  - Professional Office
  - Commercial
  - Density Transfer
- C. COMMUNITY DESIGN ELEMENT

#### III. RESOURCES

- A. CONSERVATION ELEMENT
- B. OPEN SPACE ELEMENT
- C. CULTURAL RESOURCES ELEMENT

#### IV. HEALTH AND SAFETY

- A. NOISE ELEMENT
- B. SAFETY ELEMENT

## [V. PUBLIC/QUASI PUBLIC SERVICES](#)

- A. TRANSPORTATION/CIRCULATION ELEMENT
- B. SEWER SERVICE
- C. WATER SERVICE
- D. SCHOOLS
- E. OTHER PUBLIC SERVICES

## VI. MAPS

- A. COMMUNITY PLAN MAP
- B. CIRCULATION
- C. ZONING
- D. PERMANENT AND INTERMITTENT STREAMS

## VII. APPENDICES

- A. COMMUNITY DESIGN STANDARDS/GUIDELINES
- B. FIRE MITIGATION FEE ORDINANCE AND JUSTIFICATION
- C. MITIGATION MONITORING PROGRAM
- D. GRANITE BAY COMMUNITY PLAN TRAFFIC MITIGATION FEE ORDINANCE
- E. ACKNOWLEDGMENTS
- F. ADOPTING RESOLUTION AND ORDINANCE
- G. REVISED PLAN RESOLUTION AND ORDINANCE (GPA-308/REA-856)
- H. GRANITE BAY COMMUNITY PLAN RECREATION ELEMENT

[Table Of Contents](#)

[1. Introduction](#)

[2. Community Development](#)

[3. Resources](#)

[4. Health and Safety](#)

[5. Public/Quasi Public  
Services](#)

[6. List of Maps](#)

[7. Appendices](#)



# Granite Bay Community Plan

## I. Introduction

[Table Of Contents](#)

[1. Introduction](#)

[2. Community Development](#)

[3. Resources](#)

[4. Health and Safety](#)

[5. Public/Quasi Public  
Services](#)

[6. List of Maps](#)

[7. Appendices](#)

### A. PURPOSE OF THE COMMUNITY PLAN

The Granite Bay Community Plan is the official statement of the County of Placer setting forth goals, policies, standards and plan proposals that will guide the development of the area to at least the year 2000. The Plan can be effectively utilized to provide overall direction to the decision-making process. It becomes the policy of the County and forms a broad framework for mutual understanding among citizens, public agencies, County staff, and the Board of Supervisors and its advisory groups, especially the Planning Commission.

The Community Plan is also designed to meet specific requirements of the California Planning and Zoning Law. These include the incorporation of the following State-mandated elements into the Plan: Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. Optional elements such as recreation, public services and community design are also addressed in this plan, as these issues are important to the development of the Granite Bay area.

This Plan amends the Granite Bay portion of the Loomis Basin General Plan adopted in 1975.

### B. DESCRIPTION OF THE STUDY AREA

#### Location

The Granite Bay Community Plan includes an area of 25 square miles of developing countryside. The boundaries generally are Dick Cook Road to the North, Sierra College Boulevard on the West, Folsom Lake to the East, and the Sacramento County line to the South. The area is located roughly 20 miles northeast of Sacramento. It is a very desirable area to live because of its central location. It is close to employment centers in Roseville, Sacramento, and Folsom, as well as recreational areas in the Sierra Nevada Mountains and San Francisco Bay area. Douglas Boulevard and Auburn-Folsom Road, the primary east-west and north-south roads in the Plan area, provide access to Folsom Lake State Recreation Area, which has a full range of water-oriented activities. This brings many out-of-area visitors to the community, who increase the demand for limited commercial services and add to the traffic congestion experienced in the area.

## **Terrain**

The general terrain features vary from nearly flat, gently rolling lands to fairly steep hillsides. Elevations range from 200 feet near the Sacramento County line to 600 feet in the northern portion of the Plan area near Folsom Lake.

## **Land Use**

Land use patterns have changed over the last 20 years from larger rural parcels to a mix of urban and rural-residential parcel sizes. A large portion of the Plan area has developed to such a capacity that a sewer assessment district has recently been formed to provide service to much of the area.

## **Climate**

Climatic conditions have played a significant role in the area's attractiveness as a place to live. The climate is generally characterized by warm summers and mild winters. Monthly averages of daily extreme temperatures range from 39\_F minimum to 52\_F maximum in January to 58\_F and 90\_F in July. The annual rate of precipitation averages 25 inches. Approximately 90% of average annual rainfall occurs in the six-month period extending from November to April. The area does experience ground fog during winter months.

## **Soils**

The predominant soil type is the San Andreas Series. It consists of moderately deep, well-drained soils underlain by weathered granitic bedrock. The soils were formed in upland areas in the Loomis Basin. In a typical profile, the surface layer is grayish brown course, sandy loam about 15 inches thick. The subsoil is pale brown coarse, sandy loam underlain by weathered granodiorite at a depth of about 29 inches. Permeability is moderately rapid.

## **Geology**

The granitic rock mass below the soil in much of the Plan area is impermeable. The highly weathered decomposed granite under the soil, or in some cases at the surface, has very low permeability. Ground water occurs only in small openings along fractures. The amount of ground water within the fracture system is of more limited quantity than in the northern half of the Loomis Basin.

Three faults have been identified in the area. They have not been active historically and there is no evidence that there has been fault activity within the area for the last 6 to 8 million years.

## **Vegetation**

Vegetation in the area is divided among areas of oak-woodlands, annual grasses, and a network of riparian vegetation in the vicinity of drainageways and depressions. Miners Ravine, Strap Ravine, and Linda Creek are the main watercourses which collect surface runoff and groundwater from the complex and widespread drainage patterns of the Loomis Basin. Runoff is generally to the west, although the Folsom Lake watershed covers a significant amount of the eastern Plan area.

## **Fish and Wildlife**

The Granite Bay community, with its rural residential character, offers a natural wildlife habitat that is rich and varied. Creeks, orchards, grasslands and oak woodlands support diverse natural communities of animals, birds, amphibians and reptiles including numerous game species. Examples include Western gray squirrel, gray fox, muskrat, desert cottontail, Columbian black-tail deer, valley quail, ring-necked pheasant and band-tailed pigeon. Resident game fish found in local streams include rainbow trout, catfish and blue gill, while steelhead and king salmon have been known to run up major creeks to spawn. Folsom Lake supports black bass, kokanee, rainbow trout and catfish.

## **Air Quality**

As a result of prevailing winds coming generally from South to Southwest, air quality in the area is heavily influenced by mobile and stationary sources of air pollution located upwind in the Sacramento Metropolitan Area. The plan area is a non-attainment area for the Federal ozone standard and did not attain the standard by the December 31, 1987 deadline mandated by the Clean Air Act. The regional ozone problem is mainly the result of mobile source emission, a portion of which originates in the Plan area. Granite Bay will be subject to implementation of additional ozone control strategies (for both mobile

and stationary sources) in order to ultimately achieve area-wide attainment status.

## **C. PLANNING PROCESS**

The Granite Bay area has experienced significant change over the last 10 - 12 years. First of all, development activity has accelerated, making it one of the fastest growing areas in the County. It is a major concern that infrastructure be available to service this increasing population. One significant change is that a sewer assessment district was established in 1983 for a large portion of the plan area to alleviate sewer problems experienced in some of the smaller existing sewer districts. Roads, schools, fire protection, etc. also need to be addressed. A second concern is that the residents in the area have been trying to establish their own community identity. A Municipal Advisory Council (MAC) was established in 1980 for the Granite Bay Community by the Board of Supervisors. For these reasons, the Board of Supervisors has decided to recognize the Granite Bay area as a single planning unit with common concerns and create a new general plan for the area separating it from the Loomis Basin General Plan adopted in 1975.

County staff has worked closely with the Granite Bay MAC over the last year in adopting a Park Development Plan for the Granite Bay area which will serve as the Recreation Element of this General Plan. Staff requested the MAC's input during the preparation of the draft Community Plan.

During the course of public hearings before the Planning Commission, numerous individual property owner requests were received and considered by County staff, the Planning Commission and Board of Supervisors.

## **D. PLAN ASSUMPTIONS**

1. Population and employment in the Granite Bay area will continue to grow at a moderate rate.
2. Residents of the Granite Bay area locate here because of its central location, attractive rural environment and tranquil atmosphere.
3. Higher densities will occur where public services are available.
4. The maximum overall density of the adopted general plan will not exceed the density allowed under the 1975 Loomis Basin General Plan.
5. The primary commercial centers will be located at the existing major intersections along Douglas Boulevard at Sierra College Boulevard and Auburn-Folsom Road.

6. The primary means of transportation through the year 2000 will be the automobile. Strong efforts will be made to encourage the use of public transportation and other non-auto forms of transportation.
7. The strong demand for single family housing in Granite Bay will continue because of the attractive rural character of the area. Thus, the greatest demand will continue to be for single family homes, on large parcels or on somewhat smaller lots, where public utilities are available.
8. Convenience shopping is available locally for Granite Bay residents, but many of their needs for goods and services will continue to be met through outlets and facilities in other parts of the area.
9. Demand for parks, recreation facilities, and trails for use by equestrians, hikers and bicyclists will continue to grow at a rate higher than the rate of population increase.
10. The need to protect and conserve natural resources and remaining open space will become more important with a growing population.
11. The circulation requirements for the area will be primarily to enable the movement of local residents and will not be designed to encourage through traffic.

## **E. GENERAL COMMUNITY GOALS AND POLICIES**

### **General Community Goals**

The goals described below are general in nature and basic to the entire Plan. Goals and policies related to specific aspects of the Plan are stated in other appropriate sections.

1. TO MANAGE LAND AS A RESOURCE, NOT AS A COMMODITY, SO THAT ITS FUTURE USE WILL BE BENEFICIAL TO THE COMMUNITY.
2. TO PROTECT AND PRESERVE THE UNIQUE RURAL CHARACTER OF THE COMMUNITY AND MAINTAIN THE IDENTITY OF GRANITE BAY AS A SCENIC, TRANQUIL, FAMILY-ORIENTED RURAL/RESIDENTIAL COMMUNITY COMPATIBLE WITH THE AREA'S PHYSICAL CONSTRAINTS AND NATURAL FEATURES.
3. TO CONSERVE AND PROTECT, AS VALUABLE ASSETS TO THE COMMUNITY AND THE COUNTY, THE NATURAL AND CULTURAL RESOURCES, THE NATURAL ENVIRONMENT AND THE OPEN SPACE OF THE AREA.



4. TO CONSERVE THE VISUAL AND AESTHETIC RESOURCES OF THE COMMUNITY, INCLUDING THE SIGNIFICANT VISTAS, WOODLANDS AND GRASSLANDS, AND MINIMIZE THE DISTURBANCE OF THE NATURAL TERRAIN.

5. TO PROVIDE THE CIVIC, CULTURAL AND RECREATIONAL FACILITIES AND ACTIVITIES NEEDED BY THE COMMUNITY, WHICH ENCOURAGE THE INTERACTION OF RESIDENTS IN THE PURSUIT OF COMMON INTERESTS AND WHICH RESULT IN A STRONG SENSE OF COMMUNITY IDENTITY.

6. TO ESTABLISH AND MAINTAIN A SYSTEM OF NATURAL SCENIC PATHS, TRAILS AND ROADS TO:

A. AFFORD SAFE ACCESS TO INDIVIDUAL PROPERTIES WITHIN THE COMMUNITY;

B. PERMIT SAFE, PLEASANT AND REASONABLY CONVENIENT TRAVEL BETWEEN PARTS OF THE COMMUNITY;

C. CONNECT LOCAL AREAS WITHIN THE COMMUNITY TO MAIN PATHS, TRAILS AND THOROUGHFARES IN ADJOINING AREAS;

D. DIRECT THROUGH TRAFFIC AWAY FROM RESIDENTIAL AREAS TO DESIGNATED ROUTES IN ORDER TO MAINTAIN THE COMMUNITY'S RURAL QUALITY AND NATURAL ENVIRONMENT AND PROVIDE FOR PUBLIC SAFETY; AND

E. ENHANCE ENJOYMENT OF THE SCENIC, RURAL ENVIRONMENT, BY PRESERVING EVEN MAJOR ROADWAYS AS SCENIC CORRIDORS.

7. TO PROVIDE ONLY THOSE COMMERCIAL, PROFESSIONAL, AND INSTITUTIONAL SERVICES AND FACILITIES WHICH ARE REQUIRED TO MEET THE FREQUENTLY RECURRING NEEDS OF RESIDENTS OF THE COMMUNITY AND WHICH ARE SCALED TO MEET ONLY THE LOCAL RESIDENTS' NEEDS.

8. TO SUBJECT ALL NEW DEVELOPMENT, WITH POTENTIAL FOR FISCAL OR FUNCTIONAL IMPACTS ON THE DELIVERY OF PUBLIC SERVICES, TO AN IMPACT ANALYSIS TO AVOID ADDITIONAL FINANCIAL BURDENS ON THE EXISTING COMMUNITY AND TO ASSURE THE CONTINUED AVAILABILITY OF THE APPROPRIATE LEVELS OF PUBLIC SERVICES.

9. TO ENSURE THAT THE RATE OF DEVELOPMENT SHALL NOT EXCEED THE CAPACITY OF THE COUNTY, COMMUNITY, SPECIAL DISTRICTS AND UTILITY COMPANIES TO PROVIDE ALL NEEDED SERVICES AND FACILITIES IN A TIMELY, ORDERLY AND ECONOMIC MANNER.

10. TO MONITOR GROWTH IN THE PLAN AREA, TO IDENTIFY TRENDS IN THE TIMING OF DIFFERENT TYPES OF DEVELOPMENT IN THE VARIOUS LAND USE CATEGORIES, TO DETERMINE IF A MIX OF DENSITIES AND VARIETY OF LOT SIZES IS BEING MAINTAINED OVER TIME. IF AND WHEN IT IS DEMONSTRATED THAT AN UNACCEPTABLE TREND IN THE RATIO OF NEW RURAL SIZED LOTS VERSUS NEW URBAN/SUBURBAN SIZED LOTS IS OCCURRING, THE COUNTY SHOULD CONSIDER A MANAGEMENT PLAN, INCENTIVE PROGRAM OR OTHER MECHANISM TO ACHIEVE A GREATER BALANCE.

### **General Community Policies**

The following policies provide general guidelines for conservation, development and use of land and other resources in the Granite Bay area.

1. Land uses in the Granite Bay Community shall be compatible with the Community Plan.
2. Uses of land in the Granite Bay Community shall, in general, be restricted to residential sites; conservation and open space preserves for watershed protection, air quality protection, scenic enjoyment and recreation; agricultural pursuits and such public, private and commercial uses as are necessary to serve the frequent needs of the community and to provide reasonable or accustomed services to local residents.
3. The magnitude and intensity of land use within the Granite Bay area should be limited by natural and other planning constraints.
4. The population density pattern shall be consistent with the following:
  - a. The preservation of natural terrain, natural open spaces and natural scenic areas in the planning area;
  - b. The recognition of the fact that certain areas within the community are not suited for development because of natural constraints;
  - c. The role of Granite Bay as a transition area between the urban densities in neighboring

communities to the south and west and the predominantly agricultural communities and open space uses to the north and east.

5. Care shall be taken in the development and use of lands in the Granite Bay area to protect the community and downstream communities against excessive storm water runoff, flooding, air and water pollution, erosion, fire, landslides and other natural hazards.

6. Utility lines and other services shall not be extended in advance of need.

7. Public school buildings and grounds shall be designed and used as much as possible to serve the cultural, civic and recreational needs of the community.

8. Structures of historic or architectural significance shall be identified and documented, and efforts shall be made to preserve them.

9. Fees will be charged to new development to help offset fiscal, functional or environmental impacts to the community.

[Table Of Contents](#)

[1. Introduction](#)

[2. Community Development](#)

[3. Resources](#)

[4. Health and Safety](#)

[5. Public/Quasi Public  
Services](#)

[6. List of Maps](#)

[7. Appendices](#)



## Granite Bay Community Plan II. Community Development

### [Table Of Contents](#)

#### [1. Introduction](#)

#### [2. Community Development](#)

#### [3. Resources](#)

#### [4. Health and Safety](#)

#### [5. Public/Quasi Public Services](#)

#### [6. List of Maps](#)

#### [7. Appendices](#)

The Community Development section includes the state-mandated general plan elements for Housing and Land Use. Also included is information on related topics of population growth and community design.

### **A. HOUSING ELEMENT**

#### **Purpose**

The purpose of this section is to discuss historic and projected population growth and to determine present and future housing needs with the ultimate goal of providing adequate housing for all economic segments of the community.

Note: The Placer County General Plan Housing Element is incorporated in this Community Plan by this reference. The information following is more specific housing and population information relative to the Granite Bay area.

#### **Goals and Policies**

##### **GOAL**

1. TO PROVIDE SOUND AND ADEQUATE HOUSING TO MEET FUTURE NEEDS ANTICIPATED IN CURRENT POPULATION PROJECTIONS FOR ALL ECONOMIC SEGMENTS OF THE COMMUNITY, WHILE ENSURING CONSISTENCY WITH

## EXISTING LAND USES.

### **Policies**

1. Encourage innovative development techniques to assure a wide diversification of housing types.
2. Stabilize and improve deteriorating residential areas and eliminate dilapidated housing conditions through continued enforcement and review of building and health codes.
3. Limit high and medium density residential development to areas with available public services and consistent surrounding land uses.

### **Population**

#### **Historical Growth**

The population within the Granite Bay Community Plan boundary has increased from approximately 8,300 people in 1979 to 10,700 people in 1986. This is equivalent to a compounded annual growth rate of 3.6%. This growth rate is somewhat higher than the 3.0% rate experienced by Placer County for the same period.

#### **Projections**

Population projections play a major role in the formulation of a general plan. They are an important factor in determining land use as well as transportation and public service facilities to accommodate the anticipated growth.

Care must be taken in the use of population projections since they are based on assumptions as to what will occur in the future. Unforeseen changes in the social or economic climate of an area can significantly alter the actual growth. Thus, a high and low projection have been prepared. These projections along with a plotting of the historical growth rate for comparison purposes are presented in the following graph.

#### **GRANITE BAY POPULATION PROJECTIONS**

Projection A is based on the assumption that the Granite Bay area will grow at the current rate of 3% being experienced throughout Placer County. This would provide a population of 16,200 people by the year 2000. Based on current housing trends and subdivision activity in the area, this rate appears to be somewhat low, but will be used as the minimum growth rate to determine housing need in the event of the slowing of the economy.

Projection B is based on a 3.6% annual growth rate which reflects the historical rate for the Granite Bay area. This projection would allow for 17,500 people in the Plan area by the year 2000.

Projection C assumes that the growth rate of 5% anticipated to occur in the City of Roseville will also occur in the Granite Bay area. This would yield a population of 21,200 by the year 2000. This is considered to be the maximum average growth rate for long-range planning purposes in the area recognizing that fluctuations in future growth will occur.

There is a fairly wide variation between Projection A and C. At this time, however, it is assumed that the population in the year 2000 would probably lean toward the middle figure reflecting a continuation of the historical growth rate. This is based on the steady growth anticipated for the area because of its desirable location in regard to both employment and recreational pursuits.

## **Housing**

### **Existing Condition**

Based on a 1986 Land Use Study prepared from Placer County Assessor's data, there are approximately 3,700 housing units within the Granite Bay Community Plan boundary. Table 1 illustrates the type of housing units in the Plan area.

**TABLE 1**

### **Granite Bay Housing Types**

(1986)

<b>Housing Type</b>	<b>Housing Units</b>	<b>Vacant Units</b>	<b>Occupied Units</b>
SFD	3358	201	3157
2-4	100	6	94
5+	0	0	0
MHP	252	0	252
<b>Total</b>	<b>3710</b>	<b>207</b>	<b>3503</b>

The above table shows that the primary housing type in the area is the single family dwelling with over 90% of the total units being of that type. Multiple units represent approximately 3% of the housing mix. The remaining 7% are mobile home units in parks.

The predominance of single family housing units reflects the primary demand in the Granite Bay area. This demand for the most part is generated by people migrating into the area with their principle employment in Sacramento County or the City of Roseville. According to the 1980 census, approximately 49% of the residents work in Sacramento County, 17% in the City of Roseville, and only 19% working in the remaining portions of Placer County.

The majority of the residents are in management and professional positions or technical, sales and administrative support.

Median incomes in the Granite Bay area in 1980 range from \$26,700 - \$32,800 which is well above the County average of \$18,685.

There were approximately 20% of the residents reporting incomes of less than 80% of median which is the standard used for determining low income. The majority of these people are retired and own their own home.

Approximately 94% of the total housing units within the Granite Bay area were occupied in 1980. This compares to a 92% occupancy rate for Placer County.

## **Housing Need**

The need for future housing is based on the communities projected population. These increased population projection figures would indicate a demand for between 1,800 and 3,500 additional housing units by the year 2000 as illustrated in Table 2.

**TABLE 2**

### **Granite Bay Housing Need**

<b>Population 986</b>	<b>Population 2000</b>	<b>Population Increase 1986-2000</b>	<b>Average Household Size</b>	<b>Number of New Units Needed</b>
10,700	16,200	5,000	3.0	1,833
10,700	21,200	10,500	3.0	3,500

With approximately 20% of the households in the Plan area classified low income and the majority of those being either people retired who have lived in the area and own their own home or are retired people who have sold a house in the San Francisco Bay or Los Angeles area and purchased a house for cash in the Granite Bay community, there does not appear to be a major need for multiple family housing. The current housing mix of approximately 90% single family dwellings, 3% multiple and 7% mobile home park units seems to be a reasonable basis for projection to the year 2000.

Table 3 illustrates the projected housing mix assuming the same percentage that currently exist.

**TABLE 3**

**Projected Granite Bay Housing Need (By Type) (2000)**

<b>Existing Housing Type</b>	<b>Units 1986</b>	<b>Additional Units 2000</b>	<b>Additional Units 2000</b>
Single Family	3358	1650	3150
Multiple Family	100	55	105
Mobile Home in Park	252	128	245
<b>Total</b>	<b>3710</b>	<b>1833</b>	<b>3500</b>

It is anticipated that the housing need will actually be close to the middle of the high and low figure.

## **Implementation**

Placer County has developed the following programs to assist in providing adequate housing for all economic segments of the community.

1. Adopted an ordinance that allows for a "second residential unit" either attached or detached with separate living facilities for one or more persons to be constructed in residential zone districts providing a Conditional Use Permit is first obtained and certain standards are met.
2. Adopted a density bonus ordinance for rental units which provides for additional units over the general plan or zoning limitations on a parcel, assuming the developer requests to build a portion of his units for low or moderate income households. Units must be affordable to families based on HUD Section 8 income requirements.



3. Community Services Department functions as the housing office for the County providing general housing information and administering HUD Section 8 rental housing certificates for the unincorporated area.

4. Continue to participate in the Community Development Block Grant Program to provide infrastructure and housing rehabilitation.

5. Encourage private developers to participate in Federal and State Housing programs for low and moderate income housing.

(See the Housing Element of the Placer County General Plan for additional information.)

## **B. LAND USE ELEMENT**

### **Purpose**

This section of the Granite Bay Community Plan identifies the various land use districts used, as well as goals and policies established herein to implement the Plan. It relies heavily on the 1975 Loomis Basin General Plan, and carries forward many of the same ideas. It is also consistent with all other sections of the Plan, and the extent of various designations used. Permitted densities in those areas is affected by policies of other sections, particularly the public services element. Similarly, other elements of the Plan are directly affected by the land use element. For example, the need for schools, fire stations, park facilities and circulation system improvements is based on the cumulative density identified by the location and size of the various land use districts.

The Granite Bay Community has a reputation as a visually pleasing, rural/residential area. The principal reasons are the wooded countryside, rolling terrain, country roads, natural stream corridors, fields of wild grasses and wildflowers, scenic vistas, great groves of oak and buckeye, etc., open fields, large lots, and graceful buildings, which are subordinate in appearance to the land. Policies in this element have been formulated to enhance the rural and natural qualities of this unique community.

Land use policies are designed to prevent overuse of land and control intensity of use. The overuse or overcrowding of individual sites with primary residential or accessory uses creates environmental impacts such as excessive traffic, drainage problems, soil erosion, loss of vegetation and other resources, and destroys the open, rolling terrain, and natural characteristics of the community.

The following generally establish the perception of land use intensity: population density, building coverage, extent of impervious surfaces, public service requirements, traffic movements, topography, natural hazards, fire safety, and natural resources.

## GOALS

1. PRESERVATION OF THE UNIQUE CHARACTER OF THE GRANITE BAY AREA, WHICH IS EXEMPLIFIED BY THE GENERAL RURAL ENVIRONMENT, MIX OF LAND USES AND DENSITIES, AND HIGH QUALITY OF DEVELOPMENT, IS A MAJOR GOAL OF THE PLAN.
2. THE RURAL-RESIDENTIAL QUALITY OF THE AREA SHOULD BE PRESERVED THROUGH THE MAINTENANCE OF A BALANCE OF RURAL (RELATING TO THE COUNTRY, OPENNESS, AT LEAST 2-1/2 ACRE LOTS) AND RESIDENTIAL DEVELOPMENT.
3. COMPATIBILITY BETWEEN NEIGHBORING LAND USES SHOULD BE ENCOURAGED.
4. COMMERCIAL USES WHICH SERVE LOCAL COMMUNITY NEEDS AND WHICH DO NOT DETRACT FROM THE RURAL-RESIDENTIAL SETTING SHOULD BE ENCOURAGED.
5. IT IS A GOAL OF THIS PLAN TO MAINTAIN PRODUCING AGRICULTURAL USES SUCH AS ORCHARDS, CHRISTMAS TREE FARMS, GRAZING LANDS, AND HORSE RANCHES, ETC.
6. TO SAFEGUARD AND MAINTAIN NATURAL WATERWAYS, RIPARIAN AREAS, FLOODPLAINS, AND THE FOLSOM LAKE WATERSHED, IS A FURTHER GOAL OF THIS PLAN.
7. PUBLIC SERVICES AND FACILITIES MUST BE AVAILABLE TO SERVE THE NEEDS CREATED BY THE PRESENT AND FUTURE DEVELOPMENT WHICH OCCURS IN THE PLAN AREA.
8. MANAGE LAND AS A RESOURCE, NOT AS A COMMODITY, TO THE BENEFIT OF THE COMMUNITY.
9. MAINTAIN THE PRESENT CHARACTER OF ESTABLISHED RESIDENTIAL AREAS.
10. ASSURE THAT ALL BUILDING SITES AND RESIDENCES ARE DEVELOPED IN A MANNER MINIMIZING DISTURBANCE TO NATURAL TERRAIN AND VEGETATION AND MAXIMIZING PRESERVATION OF NATURAL BEAUTY AND OPEN SPACE.
11. PROVIDE FOR THE GROUPING OR CLUSTERING OF RESIDENTIAL BUILDINGS WHERE THIS WILL MAXIMIZE THE OPPORTUNITY TO PRESERVE SIGNIFICANT NATURAL RESOURCES, NATURAL BEAUTY, OR OPEN SPACE WITHOUT

GENERALLY INCREASING THE INTENSITY OF DEVELOPMENT OTHERWISE POSSIBLE.

12. GROUP RELATED FACILITIES ATTRACTIVELY FOR CONVENIENT USE AND PREVENT CONTINUOUS COMMERCIAL DEVELOPMENT ALONG ARTERIALS WHICH WOULD DETRACT FROM THE SCENIC CHARACTER OF THE AREA.

13. THE AGRICULTURAL AND FORESTRY RESOURCES SECTION OF THE COUNTYWIDE POLICY DOCUMENT CONTAINS GOALS AND POLICIES WHICH ARE APPLICABLE TO PORTIONS OF THE PLAN AREA, AND IT IS HEREBY INCLUDED IN THIS PLAN BY THIS REFERENCE.

## **Policies**

1. Provide a high percentage of small (5-20 acre) family or hobby farms and ranches.
2. Locate high and medium density residential areas within existing, developed community centers where urban services are most efficiently provided.
3. Locate low (1/2 - 1 acre lots) and rural-low density (1 - 2.3 acre lots) residential developments only where a full range of services and facilities can be provided.
4. Encourage planned unit developments as a means of designing projects which best fit the natural landscape, and where the area and specific site lend themselves to planned unit developments.
5. Retain community commercial centers in and adjacent to the existing major nodes of activity at Sierra College Boulevard and Douglas Boulevard and at Auburn-Folsom Road and Douglas Boulevard.
6. Strive to minimize negative impacts of development on the existing agricultural operations.
7. No additional industrial development should be encouraged east of I-80.
8. Avoid the enlargement of existing or the development of new commercial areas along Douglas Boulevard in order to prevent the creation of a strip commercial corridor in this area.
9. The design of future residential developments should emphasize character, quality, livability, and the provision of all necessary services and infrastructure to ensure their permanent attractiveness and usefulness.

10. Encourage the development of professional offices and similar low intensity commercial uses, as a buffer between retail commercial areas and adjoining residential developments.
11. To allow for continued increased commercial and residential development only where all public services can be provided in an adequate and timely manner.
12. Property shall be developed with minimum disturbance to the natural terrain. The natural environment shall be retained or restored as much as possible.
13. Retention of open space shall be considered in the review of all applications for development.
14. The maintenance of livestock, particularly horses, is an important component of the rural character of the community. Therefore, accessory structures for livestock are appropriate uses in residential areas with a minimum lot size of one acre.
15. Buildings shall be of a size and scale conducive to maintaining the rural residential atmosphere of Granite Bay. The architectural scale of non-residential buildings, as differentiated from size, shall be more similar to that of residential buildings than that of monumental buildings.
16. Non-residential buildings shall generally be of small or moderate size and, where groups of buildings are used, connected by plazas, terraces, porches, arcades, canopies or roofs, to provide a pleasant environment as well as safety and shelter to pedestrians.
17. Landscaped buffer yards shall be provided wherever necessary to minimize the adverse effects of higher intensity uses upon lower intensity uses.
18. The rate of development and location of projects shall not exceed the capacity of the community, special districts and utility companies to provide all needed services and facilities in an orderly and economic manner.
19. Allow the increase of commercial and residential development only when all public services can be provided in an adequate and timely manner.

### **Specific Policies for Intensity of Use**

1. The planning area shall have the low intensity of development which is appropriate to its location on the fringe of the urban areas of the City of Roseville and the County of Sacramento, and should provide a transition between the urban densities in the adjoining

communities and non-intensive land uses to the north and west.

2. Population densities within the planning area should be guided by considerations of topography, geology, vegetative cover, preservation of natural terrain and resources, and access to transportation and service facilities.

3. Intensity of use of individual parcels and buildings shall be governed by considerations of health and safety; impact on adjoining properties due to noise, traffic, night lighting, or other disturbing conditions; and protection of natural land characteristics.

### **Specific Policies for Subdivision**

1. Subdivision of property containing existing structures of cultural or aesthetic merit shall be carefully conceived to preserve the integrity of original "core" estate buildings, grounds, and heritage trees.

2. The number of lots permitted in a subdivision is dependent on the characteristics of the area, as well as the minimum lot area required by ordinance.

3. Lots shall be adequate in size and appropriate in shape for the range of primary and accessory uses which are typical for the area without:

a. creating a feeling of overcrowding,

b. creating measurable negative environmental impacts, and

c. creating the need for variances.

4. An overriding consideration in the design of any land development project shall be the conservation of the natural slope, the conservation of natural drainage channels and swales since they serve in place of artificial storm drainage systems, and the preservation of existing natural resources.

5. Visibility of structures, preservation of natural land form and natural resources, topography, noise exposure, maintenance of rural quality and relationship to the surrounding properties shall be considered in preparing subdivision designs. Subdivision density, or number of lots, will ultimately be determined by these factors.

6. When residential planned unit developments are planned in areas where intensity standards require one acre or more per dwelling unit:

- a. Each residence should have substantial direct frontage on a common open space of sufficient size to convey a feeling of being on the edge of a large and significant open space.
- b. Clusters should generally consist of a small number of detached residences, and each cluster should be well separated from adjacent clusters rather than interconnected in a linear form.

### **Specific Policies for Residential Land Uses**

1. Accessory uses shall be clearly subordinate to the main residence and should be in keeping with the rural residential quality of the community.

### **Specific Policies for Commercial Land Uses**

1. Convenience goods and services and limited shopping goods shall be available in local shopping villages in sufficient quantity and variety to meet the most frequently recurring needs of the residents of the Granite Bay Community.
2. Uses which would attract a majority of patronage from outside the community area shall more appropriately be located in larger and more centrally sited commercial and office centers such as those located in the City of Roseville.
3. Buildings shall be of moderate size and scale and designed and constructed of materials compatible with the pedestrian scale and rural character of the community.
4. Individual sites shall be landscaped attractively so as to integrate the entire development visually with the overall natural qualities of the planning area; appropriately landscaped buffer areas of adequate size shall be provided to shield adjacent residential developments from activities on the properties; residential areas shall be protected from noise, unsightliness, odor, and other nuisances; indigenous materials shall be used where practicable.
5. Night lighting visible from the exterior of buildings shall be strictly limited to that necessary for security, safety, and identification; all night lighting, including signs, shall be low intensity and shielded from the view of passing traffic and adjacent residential areas.
6. Parking spaces shall be grouped in moderately sized areas, and located close to the enterprises they are to serve. Traffic patterns shall be efficient and safe.
7. Sites shall be designated and developed to provide safe, convenient, pleasant access for

equestrians, pedestrians, bicyclists, and motorists.

8. In shopping and service areas, a small percent of the total net site area, exclusive of street and road rights-of-way, shall be occupied by buildings. On any site, the ratio of the total floor space in buildings to the net site area should be limited. A substantial percent of the site area shall be left as natural or developed as landscaped open space, and buildings and parking areas shall be screened from view from the roads and adjacent residential properties.

9. The quarry scar on Douglas Boulevard is visible from many parts of Granite Bay. Efforts should be made to reduce the negative impacts of the quarry, including long-range restoration of the quarry to a more natural appearance.

### **Specific Policies for Public and Private Institutions**

1. Institutional uses shall be limited to those which provide non-commercial services or facilities for local residents and contribute to the general well-being of the community.

2. The intensity of use of an institutional site shall be limited to that which is compatible with adjoining uses and in keeping with the rural character of Granite Bay; the institution should not generate excessive noise or traffic.

3. Institutional buildings shall be of a size and scale compatible with the rural atmosphere of the community.

4. Sites shall be landscaped attractively; trees and other plantings should be used to shield adjacent residential developments from activities on the properties; indigenous materials shall be used where practicable. In particular, parking areas shall be screened from view from roads and adjacent residential properties.

5. Public school facilities should be available for community recreation use, and should be available for use during non-school hours. When new schools are considered, sites should be adequate to accommodate local public recreation activities in addition to school uses.

### **Specific Policies for Parks and Recreation Land Uses**

1. Parks and recreational areas, when needed, shall be planned, developed, and used in a manner which is in keeping with their rural setting and compatible with uses on adjacent lands.

2. Recreation areas shall be located and designed so that access by pedestrians,

equestrians, and bicyclists is encouraged.

3. Natural open space recreation land within the planning area should be carefully managed and its uses controlled to ensure that vegetation, soil, wildlife, and visual qualities are protected and, where necessary, enhanced.
4. Use of park and recreation areas shall be controlled to limit noise and motor vehicle traffic both internally and externally.
5. Local recreational programs shall be responsive to the needs of residents.

### **Specific Policies for Preservation/Conservation of Natural Resources**

1. Significant natural, open space, and cultural resources should be identified, in advance of development, for the entire Plan area. Those resources which should be protected and preserved, based on goals and policies of this Plan can thus be identified and such information made available to landowners in advance of the preparation of specific development plans.
2. Valuable natural features, such as rolling terrain, streams, and stream corridors, scenic corridors, meadowlands, ridge tops, and significant stands of trees shall be preserved and protected through imaginative planning, good conservation practices and, where appropriate, the dedication of open space, conservation or scenic easements.
3. Stream corridors must be kept free of structures and maintained in a natural condition, except for erosion and flood control measures and other uses compatible with stream corridors.

### **Implementation**

The goals and policies of the Granite Bay Community Plan are implemented in several ways and with the use of many different types of planning tools. The land use section identifies various categories of land use (i.e. land use districts) as the first step in implementation of the Plan. The general plan designations are then more specifically defined through the adoption of precise zoning of each parcel in the Plan area. Also included herein is a chart, entitled "General Rules for Interpretation of the Granite Bay Community Plan" (Table 4) which indicates the various zone districts which can be used to implement the respective Plan designations. In all cases, the zoning of property must be consistent with the Plan. For this reason, the zoning map has been prepared along with the Community Plan map.

Planned Unit Developments are encouraged in selected areas for the following purposes:



1. Preservation of natural resources/features (e.g., creeks, riparian areas, oak woodlands, scenic vistas, etc.);
2. Providing varying lot sizes where adjoining properties provide greater or lesser densities, in an effort to maintain land use compatibility where a need to have a transition zone exists; and to a lesser degree,
3. Increasing the opportunities for both active and passive recreational facilities such as nature trails, golf courses, or neighborhood parks to meet the needs of residents of the project and/or the general public.

The usefulness of the Community Plan depends upon the degree to which its goals and policies are implemented. Along with zoning ordinances, several other programs are necessary to implement the Plan. Capital improvement programming at the county and service district level is important, as will be the administration of subdivision ordinances, building codes, grading ordinances, and design guidelines.

Decisions made by private landowners will have the greatest impact of all on the character of the Granite Bay area. The goals, policies, and implementation measures of this Plan will hopefully guide such decisions and make possible a partnership approach to the development of the Granite Bay area.

The proposed land use plan has an ultimate population holding capacity of 29,000+ people. This will more than accommodate the highest population projection of 21,200 for the year 2000.

## **Description of Land Use Districts**

### **Rural Estate (RE)**

This land use district covers most of the northern portion of the Plan area, an estimated 4,300 acres, and has been reduced in area from the 1975 Loomis Basin General Plan. It is used to recognize those areas where the continued rural or agricultural uses of land are to be maintained and protected long into the future. It will allow for a high number of family farms or hobby farms to satisfy a growing demand for homesites where an individual can raise a large home vegetable garden, orchard, Christmas tree farm, or livestock.

The flow of residents from the metropolitan areas of San Francisco, San Jose and Sacramento is viewed as a desire to return to a simpler lifestyle where daily activities are less rushed or complicated. It is an expression of an effort to find "roots" and regain the lost values of an earlier rural age. Life in rural areas has always involved agricultural

pursuits. It is natural, then, that such activities as crop farming and animal husbandry should continue in this portion of the Plan area in combination with residential uses.

A large number of Granite Bay residents have built homes on small acreage to allow space for the recreational use of horses. Others simply want to raise their families in surroundings where social problems including crime and drugs are not as prevalent. Whatever the reasons are for living in this rural area, residents must be ever-careful that the overall rural fabric is maintained.

This district also includes areas unsuited for more dense residential development due to constraints imposed by natural features such as soils, geology, hydrologic factors; and man-made constraints such as a lack of adequate roadways, unavailability of public sewers and water, as well as other public services. In order to locate rural estate areas which depend on rural-type services such as wells and individual water disposal, a great amount of resource data including hydrogeology, soils, drainage, groundwater, slope and actual field experience was considered. In addition, densities of drainageways, availability of domestic water supply and existing land use patterns were reviewed. Where one factor appeared to be limiting, the interaction of all other pertinent factors was considered. The result was to restrict lot sizes to those which appeared to be safe standards for the long term use of individual disposal systems while protecting both groundwater and surface water from deterioration in quality and maintaining public health standards. A summary of the resource information, conclusions, and recommendation is included in the Technical Supplement and Environmental Impact Report.

### **Rural Residential (RR)**

The Rural Residential land use district is used in several different areas of the Granite Bay region. It occupies 3100+ acres or 22 percent of the Plan area and provides for up to 1100 + homesites. Often the intent of using this district is the same as that discussed above for the Rural Estate district. Generally, the smaller permissible lot sizes are a result of either the availability of public services, particularly sewer and water, or better soils and hydrologic conditions that could permit on-site sewage disposal on smaller lots.

The preservation of these areas in a rural land use will maintain the rural character of the area, allow for agricultural uses including animal husbandry, particularly the recreational use of horses, and provide homesites for that portion of the population that needs or wants larger lots and a rural environment in which to live and raise a family, yet does not need a larger parcel of land to enjoy the rural atmosphere. The preservation of large blocks of land within the Plan area in this land use district will be a major contributing factor to the retention of the overall rural character of the Granite Bay area.

In four specific areas a Land Use Intensity factor (L.U.I.) has been added to the basic

zone district in areas designated as Rural Residential on the Community Plan. Such a designation would permit the property to be developed as a "planned unit development," and could result in varied lot sizes within a project. This type of designation is used in these four areas for very specific reasons and the review of any development project on these sites should be carefully reviewed for compliance with the goals, policies and statements of this Community Plan.

The first area is on the south side of Eureka Road just east of the Roseville City limits, and north of the Treelake project. This parcel, of approximately 160 acres, a portion of which is also in the Rural-Low Density Residential District, is heavily impacted by a proposed high school site, a proposed public road connection between Eureka Road and the Treelake Parkway, and a potential public park site. The use of an L.U.I. in this case will allow the property to be developed with the number of units permitted by the Community Plan, and designed to accommodate all of the public uses mentioned earlier. The Plan acknowledges that density may be transferred off of the high school site if a development plan is submitted which meets the approval of the County. The development of this site, as well as meeting the general purposes of planned unit developments, should also provide for larger lots along Eureka Road, and the east property line, in order to buffer the smaller lots from existing development in these areas.

The second area is located between Miner's Ravine and Cavitt Stallman Road approximately 1/2 mile east of Sierra College Boulevard. This parcel of approximately 40 acres appears to be well suited to a "planned unit development" due to the extensive oak woodlands, a wide flood plain for Miner's Ravine in this area, the possible location of archeological sites on the property, and the fact that public sewer service would be required for development of the site. Clustering of lots on the site could have the benefits of preserving open space, oak woodlands, and riparian areas; avoiding flood hazards to homes; provide for more economical development costs due to shorter roads and utility lines; and allow parcel sizes which can vary as do the parcel sizes of the surrounding land. Future reviews of projects proposed on this site should consider all of these issues and the lot pattern should retain a rural character for the site.

The third area is between Auburn-Folsom Road and Folsom Lake in the northern-most portion of the Plan area. Here the primary concern is protection of the Folsom Lake watershed, retention of large open space, riparian areas, and retention of the rural character of the area.

The fourth area is located south of Douglas Boulevard opposite Berg Street, and includes several parcels of land which were previously used for a surface mining operation. The P. U.D. designation on this site is intended to recognize several features of the site:

- a) Extensive grading has occurred on this site;

b) Strap Ravine passes through the site;

c) The portions of the site along Douglas Boulevard are not suitable for residential use, but could significantly contribute to the goal of maintaining a large open space corridor along the south side of the road if the density is moved to other portions of the property;

d) Retention of the lake(s) could add to the appeal of a residential community developed there.

Thus, any permitted P.U.D. on this site should meet the general purpose of P.U.D.s and also:

a) Maintain a large open space area along Douglas Boulevard and enhance the scenic corridor with additional landscaping and maintenance where needed;

b) Restore Strap Ravine to a more natural state;

c) Provide larger lots on the south, east, and west side of the property.

### **Rural-Low Density Residential**

This new community plan designation will allow a density ranging from .9 to 2.3 acres per dwelling unit (or 1.1 to 0.43 dwelling unit per acre). It was created in order to reduce the uncertainty connected with the use of the Low Density Residential category which previously allowed a range of .4 to 2.3 acres per unit. This range was determined to be overly broad in that it allowed what were clearly urban style projects with 20,000 square foot lots, and/or rural size parcels of 2.3 acres. This district with its .9 to 2.3 acre parcel sizes represents a transition zone between clearly rural areas and large lot suburban projects. Judging from the previous projects approved and built at this density range, including Lakeview Hills, Hidden Valley, Folsom Lake Estates and Woodbridge Ranch, this is a very popular and marketable density range for the Granite Bay area.

Approximately 2700 acres are included in this land use district, providing for an estimated 2400 rural-low density residential building sites. This area represents 19 percent of the Plan area and is +50% built out.

Based on individual project design and owner preference, such lots can provide for equestrian and small hobby farm areas, and thus contribute to the rural nature of the Plan area. Even at the higher density end of the range, the spacing between homes and the retention of much of the natural landscape and topography, preserves some of the rural character of the area. This land use district also provides for a wide variety of housing in

terms of cost, style and size.

Several undeveloped areas within the Rural Low Density Residential (RLDR) Community Plan designation include a land use intensity factor (-LUI) as a combining zone. As discussed in the preceding Rural Residential section, such a combining zone permits the property to be developed as a "planned unit development" which can result in varying lot sizes. In addition to the purposes of P.U.D.s stated earlier, the intent of permitting such development is to be less restrictive in terms of lot sizes in order to provide flexibility to the land planner in the design of projects with a goal of retaining/protecting natural features on the site or in addressing land use compatibility issues.

### **Low Density, Medium Density, and High Density Residential**

Much of the demand for housing in the Plan area, as identified in the "Housing" section of the Plan, will be met through the construction of new homes in the Low Density (.4 - .9 acres per dwelling unit) Residential District. A very limited amount of new housing will be provided in the Medium Density (2 - 4 dwelling units per acre) Residential District since most of these areas have been fully developed, or projects such as Pheasant Grove and Quail Oaks are currently being developed. The High Density (4 - 10 dwelling units per acre) district is used very sparingly with limited potential for additional mobile home spaces and multi-family dwellings.

Based on a comparison with the 1975 Loomis Basin General Plan, the Medium Density Residential and High Density Residential areas are the same with the following exception. To the east of the Granite Bay Village Shopping Center, areas formerly designated as Commercial are now shown as High Density Residential and Medium Density Residential. The High Density Residential area represents an approved subdivision with a density of approximately nine units per acre which is currently under construction. Immediately to the east of that, the Medium Density Residential designation is shown in order to provide for housing in this area that is compatible with land uses on either side.

A large share of residential units are planned to be located where the fullest complement of urban services such as treated water, domestic sewers, and fire protection are available.

In several areas of Granite Bay, development of residential projects should be implemented by "planned unit development" (as discussed previously) in order to make the most efficient use of the land while providing for open space, preservation of natural areas, in-tract recreation facilities, and efficient use of public services. These areas have been identified on the zoning map, where an LUI appears.

In all areas the reasons for encouraging "planned unit developments" are the same as stated in this Plan under the discussion of the "P.U.D.s" in the RR and RLDR districts as

well as in the introduction to this section.

The Low-Density Residential designation, combined with the density transfer (-X) designation, contains special provisions and limitations as discussed in the **Density Transfer** section following. The maximum potential allowed by the LDR designation in these areas can only be realized by the transfer of density to other parcels in the Plan area.

## **Professional Office**

A Professional Office land use district is identified in various locations for at least two reasons. In order to allow for limited office uses in areas unsuited for retail commercial and heavier uses, this designation is used along Douglas Boulevard and Sierra College at the locations shown. A second reason is to provide a buffer between the commercial land use districts and residential districts adjoining them. Professional offices can provide an effective buffer between such uses and this land use district is used for that purpose at Cavitt-Stallman Road and Sierra College Boulevard adjacent to, and east of, the commercial area at Sierra College Boulevard. Professional office and retail uses should be permitted in these areas. The professional office designation can also permit a residential use with a density of up to 4 dwelling units per acre, unless the particular property has a combining density limitation (-DL) of 0. If residential uses are proposed in this district special attention must be given to the need for noise and visual buffers for adjoining commercial uses.

The Professional Office area identified on the south side of Douglas Boulevard immediately east of the Sierra Oaks Shopping Center must be carefully designed to comply with the goals of the Plan by retaining a large open space area along Douglas Boulevard (150' building/parking lot minimum setback), and within the heavily wooded portion, a low density of development which retains a significant percentage of the tree cover.

## **Commercial**

Commercial land use districts in the Granite Bay area are concentrated at two major intersections: Douglas Boulevard and Sierra College Boulevard, and Auburn-Folsom Road and Douglas Boulevard. Smaller commercial areas are identified to recognize existing uses on Douglas Boulevard at Berg Street and on Barton Road north of Gibson Place. The Treelake Village project also includes a seven acre commercial site intended to serve primarily the future residents of that project. Another 4+ acre commercial site has been identified at the northeast corner of Eureka Road and Sierra College Boulevard. At the time of the preparation of this Community Plan, there was a total of 136 acres of commercial land with 52 acres currently developed, 13 acres being developed, and 71 acres vacant. The largest undeveloped commercial sites remaining are located at the

Northeast corner of Sierra College Boulevard and Douglas Boulevard, and on the east side of Auburn-Folsom Road south of Fuller Drive. Smaller undeveloped commercial sites and professional office sites exist in several other locations. In keeping with the goals and policies of this Community Plan, additional commercial areas have not been designated along Douglas Boulevard.

Commercial land use districts may also permit residential uses. For purposes of this Plan, such residential uses within commercial zones, when allowed, shall not exceed a density of 10 dwelling units per acre.

New commercial development should be designed to be aesthetically pleasing (see Community Design Section) as well as created primarily to serve the needs of the local residents.

### **Density Transfer**

As a matter of policy, the Plan incorporates and authorizes a density transfer program affecting a few limited parcels within the Plan area. The intent is to create a mechanism which can assist in implementing the goals and policies of the Plan relative to the maintenance of a significant open space buffer along the south side of Douglas Boulevard. The program also recognizes the existence of several small lots along Douglas Boulevard that may not be desirable building sites and could require variances to setback requirements in order to be utilized. In all cases these parcels are currently zoned Agricultural-Residential with a required 4.6 acre minimum parcel size, and are therefore currently non-conforming sites. Participation in this program is voluntary and it is created here as another form of incentive to help implement the goals of the Plan.

Parcels from which density can be transferred are identified on the Community Plan map as Low-Density Residential, Density Transfer LDR-X. Parcels which have the ability to receive density (density receptor parcels) are designated on the Plan map with a # symbol. The Low-Density Residential designation and permitted density implied by this designation (2.5 d.u./acre) can only be utilized through participation in this program. (This is assured through the precise zoning of the property as Agricultural-Residential with a 2.3 acre minimum lot size [ARB-100]).

The density receptor parcels have been selected on the basis of proximity to the transfer parcels, apparent ability of the land to accommodate a relatively small amount of additional density in return for implementation of Plan goals, and the likelihood of development of such parcels. The approval of participation in this program will be subject to the following requirements:

- a) Owners of both transfer and receptor parcels must agree to participate;

- b) Transferred density can only come from, and go to, those parcels identified in this Plan;
- c) After adding transferred density to the receptor parcel it must not increase the otherwise allowed density by more than 20%;
- d) The County must approve the proposed design which includes the added density;
- e) The project must transfer all density from an individual density transfer parcel and ensure the retention of that parcel as open space through the recordation of an open space easement, or similar document to which the County is a party;
- f) The conditional use permit process shall be the formal mechanism to be used to request approval of such a transfer;
- g) Subject to all of the requirements stated above, projects utilizing a density transfer, otherwise found to be acceptable by the County, shall be found to be consistent with the Community Plan and zoning density limitations. It is recognized that the density limitations expressed by the Community Plan designation and precise zoning can be exceeded on the parcels indicated and still be considered consistent with the Plan and zoning where a project is utilizing this density transfer opportunity.

**TABLE 4**

<b>GENERAL RULES FOR INTERPRETATION OF GRANITE BAY COMMUNITY PLAN</b>	
<b>General Plan Designation</b>	<b>Zone District Permitted</b>
COMMERCIAL	Neighborhood Commercial, General Commercial, Heavy Commercial, Neighborhood Shopping Center, Residential Professional, High Density Multiple Residential, Medium Density Multiple Residential*
PROFESSIONAL OFFICES	Residential-Professional
HIGH DENSITY RESIDENTIAL	High Density Multiple Residential*, Medium Density Multiple Residential, Residential Professional, Single Family Residential, and Open Space
MEDIUM DENSITY RESIDENTIAL	Single Family Residential, Open Space
LOW DENSITY RESIDENTIAL	Single Family Residential, Agricultural Residential, Farm and Open Space



RURAL LOW DENSITY RESIDENTIAL	Single Family Residential, Agricultural Residential, Farm and Open Space
RURAL RESIDENTIAL	Single Family Residential, Agricultural Residential, Farm and Open Space
RURAL ESTATE	Single Family Residential, Agricultural Residential, Farm and Open Space
OPEN SPACE	Open Space

\*Note: The maximum residential density permitted in the Granite Bay Plan area is 10 dwelling units per acre.

## C. COMMUNITY DESIGN ELEMENT

### Purpose

It is the purpose of the Community Design Element to identify those features of the Plan area which characterize the unique nature and identifying traits of Granite Bay, and then to specify standards of site development for various projects which will implement the Goals and Policies of the Plan.

### GOALS

1. MAINTAIN THE EXISTING RURAL CHARACTER OF THE AREA.
2. SAFEGUARD AND PRESERVE THE NATURAL WATERWAYS AND RIPARIAN HABITAT.
3. SEE THAT DEVELOPMENT ENHANCES THE NATURAL SETTING AND HELPS TO ESTABLISH AN IDENTIFYING TRAIT TO THE GRANITE BAY AREA.
4. ESTABLISH A LANDSCAPED SCENIC CORRIDOR ALONG DOUGLAS BOULEVARD AND AUBURN-FOLSOM ROAD TO ENHANCE AND MAINTAIN THE EXISTING LANDSCAPING AND SCENIC QUALITIES.
5. DEVELOP PLANNED UNIT DEVELOPMENTS AND SMALL LOT SUBDIVISIONS WHICH MAINTAIN THE PASTORAL NATURE OF THE COMMUNITY THROUGH SITE-SENSITIVE DESIGN.
6. PROVIDE FOR SUFFICIENT, WELL-DESIGNED COMMUNITY COMMERCIAL CENTERS TO MEET THE NEEDS OF RESIDENTS AND RECREATIONAL VISITORS.

7. IMPLEMENT THE TRAILS SECTION OF THE RECREATION ELEMENT THROUGH CONSTRUCTION OF BICYCLE, EQUESTRIAN, AND PEDESTRIAN TRAILS.

8. TAKE ADVANTAGE OF THE BEST AVAILABLE ENERGY TECHNOLOGY TO MAXIMIZE THE ENERGY EFFICIENCY OF ALL BUILDINGS AND STRUCTURES.

9. TO ADOPT AND IMPLEMENT A TREE PRESERVATION/CUTTING ORDINANCE IN ORDER TO FOCUS ATTENTION ON THE IMPORTANCE OF PRESERVING EXISTING NATIVE VEGETATION WHENEVER POSSIBLE.

10. IMPLEMENT ZONING AND SUBDIVISION CONTROLS WHICH PROTECT AND PRESERVE SIGNIFICANT NATURAL, OPEN SPACE, AND CULTURAL RESOURCES IN THE GRANITE BAY COMMUNITY.

## **Policies**

1. Implement the design standards in this Element to meet the specific goals of this Plan and the desires of the community.

2. Require construction of bicycle, pedestrian and equestrian trails as discussed in the Circulation Element and the Trails Section of the Recreation Element.

3. Encourage the use of Planned Unit Developments to protect significant natural features.

4. Support design of lot patterns within subdivisions that provides for the least amount of site disturbance and greatest amount of open space.

5. Maintain the heavily vegetated corridors that exist along circulation corridors to preserve their rural nature.

6. Require the dedication of sufficient road right-of-way as outlined in the Circulation Element.

7. Require development/projects to comply with the Placer County Landscape Guidelines and the specific design standards herein.

8. Where possible, preserve native trees and support the use of native, drought tolerant plant materials in all revegetation/landscaping projects.

9. Encourage the development of commercial project designs that do not detract from the rural character of the Granite Bay area.

10. Where appropriate, encourage the use of greater setbacks to provide a scenic corridor for all parcels fronting on Douglas Boulevard, Auburn-Folsom Road, future Rocklin Road, Eureka Road and Sierra College Boulevard.
11. To the maximum extent possible, all structures, including residences, should complement and blend in with the natural setting of the planning area, and to this end the following principles shall be adhered to:
  - a. The visual impact of the structure shall be mitigated either through reduction of building bulk, increased setbacks, or introduced screening such as landscaping. In general, hillside structures shall be designed to step down the natural hillside in order to achieve a low building profile and minimize grading.
  - b. Structures may be located in existing tree covered areas to the extent possible and still be consistent with slope, geologic and related conditions, and the need to preserve natural terrain and locally unique or especially beautiful wooded areas.
  - c. Largely bare slopes and sparsely wooded ridges visible from large portions of the planning area should be kept free of structures to the maximum extent possible.
  - d. If development does take place on highly visible barren slopes or ridges, it must be unobtrusive and designed to maintain the character of the natural setting.
12. The use of natural materials (i.e. wood siding and field stone) is encouraged. Exterior colors shall blend with the surrounding natural landscape. The use of "earth tones" or natural finishes which blend with the natural background is encouraged.
13. Landscaping shall be used to reduce visual impact of all structures and fences. Natural vegetation should dominate where possible. The use of native plant materials is encouraged. Landscaping plans and raw materials provide an informal character and smooth transition between buildings, parking lots, adjacent roadways, and open areas.
14. Large, bulky and unscreened structures shall be discouraged, particularly if they are visible from the road.
15. Utility lines shall be installed underground to ensure minimum disruption to the environment and as little disturbance as possible to vegetation, particularly in scenic corridors.
16. Structures of historic or architectural significance shall be identified and documented, and efforts shall be made to preserve them.

## Implementation

In order to implement the goals and policies established under the Community Design Element, Design Standards for the Granite Bay Community have been developed. These Design Standards are specific to several corridors within the Granite Bay Community Plan area, the commercial areas and subdivisions. The roads included are Douglas Boulevard, Auburn-Folsom Road, Sierra College Boulevard, Treelake Parkway, the proposed Rocklin Road extension, and the future connection between Eureka Road and the Treelake Parkway. The Design Standards will be implemented during the review and approval processes for subdivisions, parcel maps, and professional office or commercial projects. See Appendix titled "Community Design Standards/Guidelines." The guidelines should be updated as conditions change and as more specific standards are identified.

[Table Of Contents](#)

[1. Introduction](#)

[2. Community Development](#)

[3. Resources](#)

[4. Health and Safety](#)

[5. Public/Quasi Public  
Services](#)

[6. List of Maps](#)

[7. Appendices](#)



## **Granite Bay Community Plan III. Resources**

### [Table Of Contents](#)

#### [1. Introduction](#)

#### [2. Community Development](#)

#### [3. Resources](#)

#### [4. Health and Safety](#)

#### [5. Public/Quasi Public Services](#)

#### [6. List of Maps](#)

#### [7. Appendices](#)

The Resources Section contains the State-mandated general plan elements for Conservation and Open Space. It also contains goals and policies relating to recreation and parks, and historic and archaeological sites.

The unique natural setting of the Granite Bay Community is the primary factor in the creation of the quality of life of the community residents. The community contains the gentle oak and grassland foothills, flatter valley areas, valley stream corridors containing riparian habitat, floodplains, and groundwater aquifers. The community is endowed with a variety of landforms and environmental resources creating a mosaic of natural features and aesthetic qualities. The preservation of these natural features represents the single most important community conservation value.

Granite Bay residents have repeatedly expressed their desire to maintain the community's rural atmosphere and residential character. The conservation of natural resources is implied in this desire and has been reinforced through community planning efforts and land use regulations. For these reasons, it is apparent that the foundation of a strong community conservation ethic exists. For the purpose of truly effective conservation, development and utilization of natural resources, however, there is a need for a more widespread understanding of how the ecosystem functions. The Conservation, Open Space and Cultural Resources Elements are intended to contribute to this understanding. These Elements define conservation goals and policies and provide a framework for the conservation and utilization of natural, open space and cultural resources and protection of the aesthetic qualities of the community.

## **A. CONSERVATION**

### **Purpose**

The purpose of this section is to identify existing natural resources of the area and develop goals and policies to allow for their preservation and enhancement.

### **GOALS**

1. TO PRESERVE AND PROTECT THE NATURAL FEATURES AND RESOURCES OF THE COMMUNITY, WHICH IS ESSENTIAL TO MAINTAINING THE RURAL QUALITY OF LIFE WITHIN THE COMMUNITY.
2. TO MAINTAIN A BALANCED ENVIRONMENT WHERE PHYSICAL DEVELOPMENT CAN OCCUR WITH MINIMUM ADVERSE EFFECT ON THE NATURAL RESOURCES OF THE AREA.
3. TO PROTECT AND PRESERVE ALL OUTSTANDING AREAS OF NATURAL VEGETATION, WILDLIFE, AND ADEQUATE RESOURCES.
4. PROTECT THE HIGH QUALITY OF AIR AND WATER RESOURCES CONSISTENT WITH ADOPTED FEDERAL, STATE AND LOCAL STANDARDS.

### **Policies**

1. The natural resources and features of a site proposed for development shall be one of the planning factors determining the scope and magnitude of development.
2. Particular attention shall be given to protection of the natural regiment in the planning, environmental review, and completion of all subdivisions, land development or land alteration projects.
3. Conservation of the natural landscape, including minimizing disturbance to natural terrain and vegetation, shall be an overriding consideration in the design of any subdivision or land development project, paying particular attention to its protection and the preservation of existing native vegetation.
4. Removal of vegetation shall be minimized and where removal is necessary, replanting erosion, maximize reoxygenation, and retain the aesthetic qualities of the community.
5. In landscaping of individual sites and replanting where original vegetation has been destroyed or removed, the emphasis shall be on use of native rather than exotic plants. In

areas of high risk, however, it may be preferable to introduce carefully chosen exotics with high fire resistance characteristics.

6. Those areas rich in wildlife or of a fragile ecological nature, e.g. areas of rare or endangered species of plants, riparian areas, etc., shall be avoided in land development. Where necessary, in order to preserve these areas, they should be publicly acquired to ensure protection.

7. An inventory of important natural resources, such as streams, bodies of water, wildlife habitat, vegetation, and geological features shall be created so that they may be more easily identified during project review and specific measures can be designed for their protection.

8. Site specific geotechnical investigations shall be required on a project by project basis.

9. Encourage development activities in areas of least environmental sensitivity.

10. Continue to identify and preserve any rare, significant or endangered environmental features and conditions.

11. Encourage the use of ecologically innovative techniques in any future development.

12. Assure that removal of economic mineral resources does not conflict with surrounding land uses.

13. Encourage the continued use of the Williamson Act to preserve productive agricultural lands.

14. Promote energy conservation in any future land use decisions.

15. Retain in their natural condition all stream influence areas, including floodplains and riparian vegetation areas, while allowing for limited stream crossings for public roads, trails, and utilities.

16. Identify and protect all important fish and wildlife areas within the Plan boundaries.

17. A qualified biologist shall delineate those areas rich in wildlife or of a fragile ecological nature. These areas shall be preserved through land use regulation or through dedication or acquisition where necessary.

18. Environmental impact studies shall take into consideration the impact of development

proposals on wildlife habitats.

19. Land use regulations shall be used to prevent damage to vegetative groundcover.

20. A Tree Preservation Ordinance for the Granite Bay Community Plan area shall be adopted and implemented.

21. Blocks of undisturbed oak woodlands and annual grassland habitat that have significant value to wildlife shall be preserved as Open Space, Resource Conservation Zones, or the equivalent, where an appropriate mechanism to do so can be identified.

22. Field studies shall be required to document the location of vernal pools and preserve priority vernal pools in the Granite Bay Community Plan area.

23. Site specific surveys shall be required prior to development to delineate wetlands in the Granite Bay Community Plan area. All development proposals involving wetlands shall be coordinated with the California Department of Fish and Game, Corps of Engineers, and U.S. Fish and Wildlife Service. A "no-net-loss" policy requiring preservation of all wetland sites or preservation of priority wetlands and compensation for wetland losses should continue to be implemented by these agencies.

24. Field studies to document the possible occurrence of special status plants and wildlife in vernal pools shall be required and the species and their vernal pool habitats shall be preserved if they occur.

25. Continue to monitor and control land uses which threaten to deteriorate the air and water quality.

26. Review proposed projects for their potential adverse affect on air and water quality.

27. Encourage application of measures to mitigate erosion and water pollution from earth disturbing activities such as land development and road construction.

28. Control of fugitive dust at construction sites by the use of water and other reasonable dust controls shall be required.

29. Developers shall be required to comply with additional mitigation measures that may be required by the Air Quality Plan Update.

30. Developers shall be required to submit a CALINE 4CO hotspot computer analysis for all new projects and provide additional mitigation, if required by the Air Pollution Control District.



31. The contribution of vegetation and water areas in maintaining the air quality shall not be overlooked in any major land use proposals.

32. Urban/Suburban development within the Folsom Lake Watershed shall be strongly discouraged. Water quality of Folsom Lake shall be monitored.

33. The standards of the Placer County Grading Ordinance and Resources section of the Granite Bay Community Plan shall be implemented for all projects in the Granite Bay area.

34. Construction activities within floodways shall generally be prohibited.

35. Streambed Alteration Agreements shall be required from the California Department of Fish and Game prior to any construction activity within any waterways.

36. Grading activities shall be prohibited during the rainy season.

## **DISCUSSION**

### **Natural Resources**

#### **Soils**

A comprehensive soil evaluation was performed for the land in the Granite Bay area by the United States Soil Conservation Service in 1974. A discussion of the predominant soil type in the Plan appears in the Description of the Study Area of this report. A soils map and interpretative information listing specific soil types within various soil series categories appears in the EIR and Technical Supplement.

#### **Geology**

Mapping of the surface geology of the area was completed by a consulting geologist in March, 1974. A brief discussion of geology appears in Section I of this text under the Description of the Study Area. The surface geology map showing the distribution of rock units and fault lines is located in the EIR and Technical Supplement.

#### **Hydrology**

An analysis of groundwater availability in the community was prepared by a consulting geologist in 1974. A summary of groundwater is located in the Description of the Study

Area in this text under Geology. A detailed discussion of groundwater is presented in the EIR and Technical Supplement.

## **Vegetation**

A summary of vegetation appears in the Description of the Study Area of this text. Photographic analysis of color infrared aerial photography and field observations were used by a consultant in preparing the vegetation map, which appears in the EIR. The color infrared aerial photography was flown at a time of year (May, 1974) which best showed the desired vegetative relationships pertinent to the study.

## **Climate**

Climate data was obtained from the California Department of Water Resources and the U. S. Weather Bureau. A summary appears in the Description of the Study Area of this text. Detailed temperature and humidity data appears in the EIR.

## **Fish and Wildlife**

The California Department of Fish and Game prepared an inventory of fish and wildlife habitat in the community. A summary appears in the Description of the Study Area in this text. Complete listing of animals, birds and fish habitat in the area along with recommended preservation techniques are presented in the EIR.

## **Air Quality**

Air Quality data was compiled by the Placer County Air Pollution Control District. A summary of their findings appears in the Description of the Study Area in this text. Data summarizing air quality levels from the Sierra College monitoring site are presented in the EIR addendum.

## **Implementation**

A grading ordinance has been adopted in an effort to control the adverse effects of earth disturbance on future sites to be developed. Also, tree removal should be kept to a minimum especially those trees native to the area which are not a hazard.

Floodplains should be preserved. There should be no removal of vegetation or development allowed, except that necessary to maintain the stream's drainage capability and such work as may be permitted by the Placer County Flood Damage Prevention Ordinance.

Special setbacks, originally established with the 1975 Loomis Basin General Plan, have been retained and expanded upon in the Granite Bay Community Plan. These call for a building setback of 100 feet from the centerline of permanent streams and 50' from the centerline of intermittent streams or creeks, or the limits of the 100-year floodplain, whichever is greater. Many of the creeks affected are shown on the Community Plan and zoning map of the Granite Bay area. In addition, the "GBCP Perennial and Intermittent Streams" exhibit depicts additional streams known to exist in the Plan area. The streams and their buffer areas shall be delineated on all subdivision maps as open space. This setback is used since the exact extent of the 100-year floodplain for most of the creeks is not known. With new development projects, the 100-year floodplain of any affected creek should be identified and the project designed to preserve these areas, especially where significant riparian areas exist. The Placer County Flood Control and water Conservation District is preparing a Master Drainage Plan which will systematically identify and propose flood control measures on a regional basis. A full time engineer is now employed by the district, and a consultant in hydrology is under contract for major tasks in development of the master plan. Further, it is anticipated that an early effort of the district will be to implement a comprehensive floodway maintenance program to improve the efficiency of natural channels to the extent acceptable considering environmental concerns and where improvements in a channel's efficiency can result in an overall reduction of flooding.

A Resource Conservation Zone (RCZ) Program and Overlay District could be established within Granite Bay. The establishment of such a RCZ Program would be an important element in mitigating the significant environmental impacts associated with buildout of the proposed Plan. The program would assist in preserving the natural and social values of significant resources and preserve areas with special environmental significance and high sensitivity to development.

A RCZ Program could be carried out in three phases.

First, existing resources in Granite Bay could be inventoried and overlay maps developed showing the location of significant resources worthy of preservation. During this phase potential areas containing significant resources would be identified and evaluated against objective criteria to assess their importance. Resources to be inventoried include, but are not limited to, soils/agricultural resources, hydrologic resources, vegetation, wildlife and aquatic resources, historic, cultural and archeological resources, geologic resources, open space and scenic resources.

Second, amendments to the zoning ordinance and model performance standards would be developed to preserve significant resources. Zoning districts similar to an RCZ have been successfully implemented by other jurisdictions, including Santa Cruz, Marin and Shasta Counties.

Finally, programs involving acquisition and/or dedication of RCZ lands could be developed and implemented. There are a number of options available of either acquiring fee title or development rights for significant resources. During this phase funding options will be investigated and funding sources obtained as necessary.

## **B. OPEN SPACE ELEMENT**

### **Purpose**

The purpose of the Open Space Element is to identify limited and valuable natural resources of the area that need to be preserved.

### **GOALS**

1. TO PRESERVE AND ENHANCE OPEN SPACE LANDS TO MAINTAIN THE NATURAL RESOURCES AND RURAL CHARACTERISTICS OF THE AREA.
2. TO PROTECT AND PRESERVE THOSE AREAS NECESSARY TO THE INTEGRITY OF THE NATURAL PROCESSES WITH SPECIAL EMPHASIS ON, BUT NOT LIMITED TO, THE WATER REGIMEN.
3. TO PROTECT AND PRESERVE OPEN SPACES VITAL FOR WILDLIFE HABITAT AND OTHER AREAS OF MAJOR OR UNIQUE ECOLOGICAL SIGNIFICANCE.
4. TO PROTECT THE NATURAL BEAUTY AND MINIMIZE DISTURBANCE OF THE NATURAL TERRAIN AND VEGETATION.
5. TO PERMIT EXISTING AGRICULTURAL USES TO CONTINUE, AND TO CONSERVE LANDS MOST SUITABLE FOR AGRICULTURAL USES WHILE ALLOWING RESIDENTIAL OCCUPANCIES.
6. TO PROVIDE OPEN SPACE FOR RECREATIONAL NEEDS AND FOR THE PRESERVATION OF BUILDINGS AND SITES OF ARCHAEOLOGICAL, HISTORICAL, AND CULTURAL SIGNIFICANCE.
7. TO CONSERVE THE VISUAL RESOURCES OF THE COMMUNITY, INCLUDING THE IMPORTANT VISTAS, SUCH AS THOSE OF THE HILLSIDES AS SEEN FROM THE VALLEY BELOW, AND THOSE OF THE VALLEY AS SEEN FROM THE HILLSIDES.
8. TO PROVIDE OPEN SPACE TO SHAPE AND GUIDE DEVELOPMENT AND TO ENHANCE COMMUNITY IDENTITY.

### **Policies**

1. Encourage both private and public ownership and maintenance of open space.
2. Protect natural areas along creeks and canals.
3. Encourage scenic or greenbelt corridors along major transportation routes. Roads and other public works shall incorporate beauty as well as utility, safety, and economy.
4. Preserve outstanding visual features and landmarks.
5. Preserve productive agricultural lands as regional open space.
6. Areas hazardous to the public safety and welfare shall be open or predominantly open. This category includes:
  - a. Areas subject to landslide or with severe slope instability problems.
  - b. Streams and other areas subject to flooding by the 100-year storm.
  - c. Areas with high fire risk.
  - d. Areas of high noise exposure.
7. Open spaces should be linked visually and physically to form a system of open spaces. Where appropriate, trails shall connect open space areas. Dedication of easements shall be encouraged or required as lands are developed and built.
8. Development on private lands should be planned and designed to provide for preservation of open space.
9. Because the dominant features of the planning area contributing to the open quality are the natural land forms and vegetation, structures should be subordinated thereto. Only in the confines of individual sites should structures be allowed to be dominant.
10. The scale of building, the siting of structures, and the design and materials of construction shall be harmonious with the natural setting so that the visual quality of open spaces will not be unreasonably impaired.
11. Natural resources other than water shall not be extracted from areas of dedicated open space.

12. Both public and private efforts shall be directed to preserving open space values of historical landmarks.

13. Stream corridors shall be left in an open, natural condition, except for structures or uses which are compatible with stream corridors.

14. In the design and development of new subdivisions, the following types of areas and features shall be preserved as open spaces to the maximum extent feasible: high hazard areas, scenic and trail corridors, streams, streamside vegetation, other significant stands of beneficial native vegetation, and any areas of special ecological significance.

15. The community will use its implementing ordinances, such as subdivision and zoning, to assure that valuable open space resources on both public and private properties will be preserved.

16. A variety of vistas shall be provided and preserved, ranging from the small enclosed private views to the more distant views shared by many people.

## **Discussion**

Open space means many things to many people and has many scales and many forms. It can be a wooded mountainside, rolling grasslands, oak studded hills, streamside areas, a local park, a scenic road, or the intimate open space on one's "own backyard." Open space, then, is a three dimensional concept and most simply may be defined as all of the space above the surface of the earth which is not occupied by structures.

Open space land is any parcel or area of land or water essentially unimproved and designated for any of the open space uses defined in Section 65560 of the Government Code of the State of California. These open space uses include open space for health and safety, natural resources preservation, outdoor recreation, and managed production of natural resources.

These open space resources are protected through the dedication of certain rights of development and use to the community, in the public interest, while the land remains in private ownership. These protective easements are deemed to be an important adjunct to the implementation of the community's primary planning goal of maintaining its rural quality.

As a condition of approval for development projects, the community may require the dedication of open space lands or the payment of open space mitigation fees in order to:

1. Protect the natural vegetation, terrain, water course, historic or cultural resources,

scenic vistas and wildlife; and

2. Prevent or limit drainage, erosion, geologic hazards and water quality problems.

Development in open space easements will be less than that allowed in the applicable zoning district. Generally, low intensity activity such as trails, pasturing or minimal planting of native plants may be allowed in these easements, while most structures are not.

There are various categories of open space lands to be considered in the Granite Bay area. These open space areas are a valuable aesthetic resource to the community that should be preserved. The following is a list of open space categories.

### **1. Open Space for the Preservation of Natural Resources**

These areas would include lands for the preservation of plant and animal including habitat for fish and wildlife species. A protective corridor is being recommended along major creeks in the riparian vegetation areas as a means to eliminate the encroachment of development in these environmentally sensitive areas. This protective corridor will also help to preserve the water quality of the major waterways in the area.

### **2. Open Space for the Managed Production of Resources**

Included in this category would be any agricultural lands of economic importance used in the production of food or fiber. Also included would be any major mineral deposit areas, including those in short supply.

### **3. Open Space for Outdoor Recreation**

Included in this category would be several outstanding scenic routes (Auburn-Folsom Road, Sierra College Boulevard). Also included would be greenbelts along major County roads to provide an aesthetically pleasing drive as well as creating a noise buffer. There would also be park sites and school property dedicated to playground use, as well as access points to areas such as Folsom Lake. Even smaller open space areas surrounding individual residences in rural areas when considered in the aggregate constitute a sizable area of visually open landscape.

## **Implementation**

Lands producing agricultural products should be zoned farm or agriculture with a large minimum lot size. Mineral deposit areas should have a mineral reserve zone established on them to not only protect the site, but serve as a notice to potential buyers in the area of

the existing use of the land. Also, the Placer County Grading and Flood Damage Prevention Ordinance should be strictly enforced to avoid inappropriate work within floodplains and riparian areas.

## **C. CULTURAL RESOURCES ELEMENT**

### **Purpose**

The intent of the cultural resources section is to determine goals and policies affecting historic areas and recreation facilities for the area.

### **GOALS**

1. PRESERVE AND ENHANCE ALL SIGNIFICANT HISTORIC AND ARCHAEOLOGICAL SITES AND FEATURES.
2. PROVIDE A VARIETY OF PARK AND RECREATION FACILITIES TO MEET THE NEEDS OF ALL SEGMENTS OF THE POPULATION LIVING IN THE GRANITE BAY AREA.
3. DESIGNATE, PROTECT, AND CONSERVE THE NATURAL RESOURCES OF THE AREA ESPECIALLY WHERE SUCH RESOURCES CAN ADD TO THE VARIETY OF RECREATION ACTIVITIES AVAILABLE.
4. TO MAINTAIN SOME FLEXIBILITY IN THE DEVELOPMENT OF PARK AREAS TO ALLOW FOR CHANGING TRENDS IN RECREATION ACTIVITIES.
5. IN THE LONG TERM, ESTABLISH A PUBLIC AGENCY OR DISTRICT TO GENERATE FUNDS FOR THE MAINTENANCE, OPERATION, AND DEVELOPMENT OF PARK AND RECREATION FACILITIES.

### **Policies**

1. Identify and protect from destruction and abuse all representative and unique historical and archaeological sites.
2. Encourage and promote legislation for the protection of notable historical sites and artifacts.
3. Provide future park facilities in accordance with park standards and location guidelines as set forth in this Plan and the Countywide General Plan.



4. Require the dedication of land and/or payment of fees, in accordance with state law, in order to acquire and develop public recreation facilities.
5. Support and cooperate with volunteer groups and organizations that provide recreation activities for area residents.
6. Continue to work with the schools in the area on the development of joint-use recreation facilities.
7. Promote the establishment of a connected trail system for bicyclist, equestrian, and pedestrian use.
8. Encourage compatible recreational use of riparian areas along streams and creeks in the area where feasible.
9. Promote the maximum provision of active and passive recreational open space in future residential areas.
10. Encourage private recreation developments to help meet the demand for facilities.
11. Encourage private recreation centers within large residential developments to off-set the demand for public facilities.
12. Coordinate the development of trails and other recreation facilities with other public agencies such as State Parks.
13. Create a separate recreational region for the Granite Bay area for the purpose of collecting and spending Park Dedication Fees.
14. Encourage the inclusion of new subdivision lands in a county service area to generate funds to operate and maintain new public park facilities to be provided in this area.

## **History**

The Granite Bay area has a rich history. It began with the initial inhabitation by the Maidu Indians and continued through the Gold Rush era when miners, farmers and business moved into the area to seek their fortune.

Many remnants of the past history of the Granite Bay area remain today. Most of these sites have been noted in the Placer County Recreation Element of the General Plan. The Rose Spring House and Union House were sites along the stageline which came into

existence and were sustained for a time by the inhabitants and travelers in the Basin. Also, Pine Grove was a mining settlement of 1500 people. The name was later changed to Smithville and moved closer to the Central Pacific Railroad.

It is important that all historical sites are protected from destruction or demolition. The few remaining structures in the area should be protected by the existing owners or purchased by the public.

## **Recreation**

In December, 1986, the Granite Bay/South Placer Park Development Plan was adopted which will serve as the Recreation Element for this Plan. Projected recreation needs and facilities are identified to the year 2000.

## **Implementation**

Any historical sites not identified by sign or monument as a part of some state or federal program should be identified and signed by the Placer County Historic Advisory Board.

[Table Of Contents](#)

[1. Introduction](#)

[2. Community Development](#)

[3. Resources](#)

[4. Health and Safety](#)

[5. Public/Quasi Public  
Services](#)

[6. List of Maps](#)

[7. Appendices](#)



## Granite Bay Community Plan IV. Health and Safety

### [Table Of Contents](#)

#### [1. Introduction](#)

#### [2. Community Development](#)

#### [3. Resources](#)

### [4. Health and Safety](#)

#### [5. Public/Quasi Public Services](#)

#### [6. List of Maps](#)

#### [7. Appendices](#)

The Health and Safety Section contains the State-mandated General Plan Elements for Noise and Safety.

### A. NOISE ELEMENT

#### Purpose

The purpose of this section is to determine critical noise areas and provide a means to achieve noise-compatible land uses in the vicinity of existing or planned noise producing sources.

#### Goals and Policies

##### GOAL

TO PROVIDE THE HEALTH, SAFETY, AND WELFARE OF THE GRANITE BAY AREA RESIDENTS BY PROVIDING A LIVABLE ENVIRONMENT FREE FROM EXCESSIVE NOISE.

##### Policies

1. Locate noise-sensitive land uses within areas of acceptable community noise equivalent levels.

2. Encourage the use of greenbelts or natural areas along roadways as a design feature of any development in order to mitigate noise impacts.
3. Continue program of monitoring noise sources to assure conformance with noise standards adopted in the Countywide Noise Element.
4. Avoid the interface of noise-producing and noise-sensitive land uses.
5. Require implementation of noise abatement techniques within new projects where warranted.
6. Require Traffic Noise Mitigation for Low Density Residential land uses located along major arterials.
7. Require project specific noise studies for most commercial, office, public, institutional and residential projects.
8. Limit construction activities to daytime hours (7 a.m. to 7 p.m., Monday through Friday).

Tables 5 and 6 explain acceptable noise exposure levels based on the standards adopted in the Countywide Noise Element.

**TABLE 5**

**ALLOWABLE Ldn NOISE LEVELS WITHIN SPECIFIED ZONE DISTRICTS<sup>1</sup>**

**Applicable to New Projects Affected by or Including Non-Transportation Noise Sources** (Source: Placer Countywide General Plan Policy Document)

<b>Zone District or Receptor</b>	<b>Property Line of Receiving Use</b>	<b>Interior Spaces<sup>2</sup></b>
Residential Adjacent to Industrial <sup>3</sup>	60	45
Other Residential <sup>4</sup>	50	45
Office/Professional	70	45
Transient Lodging	65	45
Neighborhood Commercial	70	45

General Commercial	70	45
Heavy Commercial	75	45
Limited Industrial	75	45
Highway Service	75	45
Shopping Center	70	45

#### Airport -- 45 Notes:

× Except where noted otherwise, noise exposures will be those which occur at the property line of the receiving use.

× Where existing transportation noise levels exceed the standards of this table, the allowable Ldn shall be raised to the same level as that of the ambient level.

× If the noise source generated by, or affecting, the uses shown above consists primarily of speech or music, or if the noise source is impulsive in nature, the noise standards shown above shall be decreased by 5 dB.

× Where a use permit has established noise level standards for an existing use, those standards shall supersede the levels specified in Tables 5 and 6. Similarly, where an existing use which is not subject to a use permit causes noise in excess of the allowable levels in Tables 5 and 6, said excess noise shall be considered the allowable level. If a new development is proposed which will be affected by noise from such an existing use, it will ordinarily be assumed that the noise levels already existing or those levels allowed by the existing use permit, whichever are greater, are those levels actually produced by the existing use.

× Existing industry located in industrial zones will be given the benefit of the doubt in being allowed to emit increased noise consistent with the state of the art<sup>5</sup> at the time of expansion. In no case will expansion of an existing industrial operation be cause to decrease allowable noise emission limits. Increased emissions above those normally allowable should be limited to a one-time 5 dB increase at the discretion of the decision making body.

× The noise level standards applicable to land uses containing incidental residential uses, such as caretaker dwellings at industrial facilities and homes on agriculturally zoned land, shall be the standards applicable to the zone district, not those applicable to residential uses.

× Where no noise level standards have been provided for a specific zone district, it is assumed that the interior and/or exterior spaces of these uses are effectively insensitive to noise.

<sup>1</sup> Overriding policy on interpretation of allowable noise levels: Industrial-zoned properties are confined to unique areas of the County, and are irreplaceable. Industries which provide primary wage-earner jobs in the County, if forced to relocate, will likely be forced to leave the County.

For this reason, industries operating upon industrial zoned properties must be afforded reasonable opportunity to exercise the rights/privileges conferred upon them by their zoning. Whenever the allowable noise levels herein fall subject to interpretation relative to industrial activities, the benefit of the doubt shall be afforded to the industrial use.

Where an industrial use is subject to infrequent and unplanned upset or breakdown of operations resulting in increased noise emissions, where such upsets and breakdowns are reasonable considering the type of industry, and where the industrial use exercised due diligence in preventing as well as correcting such upsets and breakdowns, noise generated during such upsets and breakdowns shall not be included in calculations to determine conformance with allowable noise levels.

<sup>2</sup>Interior spaces are defined as any locations where some degree of noise-sensitivity exists. Examples include all habitable rooms of residences, and areas where communication and speech intelligibility are essential, such as classrooms and offices.

<sup>3</sup>Noise from industrial operations may be difficult to mitigate in a cost-effective manner. In recognition of this fact, the exterior noise standards for residential zone districts immediately adjacent to industrial, limited industrial, industrial park, and industrial reserve zone districts have been increased by 10 dB as compared to residential districts adjacent to other land uses.

For purposes of the Noise Element, residential zone districts are defined to include the following zoning classifications: AR, R-1, R-2, R-3, FR, RP, TR-1, TR-2, TR-3, and TR-4.

<sup>4</sup>Where a residential zone district is located within an -SP combining district, the exterior noise level standards are applied at the outer boundary of the -SP district. If an existing industrial operation within an -SP district is expanded or modified, the noise level standards at the outer boundary of the -SP district may be increased as described above in these standards.

Where a new residential use is proposed in an -SP zone, and Administrative Review Permit is required, which may require mitigation measures at the residence for noise levels existing and/or allowed by use permit as described under "NOTES," above, in these standards.

<sup>5</sup>State of the art should include the use of modern equipment with lower noise emissions, site design, and plant orientation to mitigate offsite noise impacts, and similar methodology.

<sup>6</sup>Normally, agricultural uses are noise insensitive and will be treated in this way. However, conflicts with agricultural noise emissions can occur where single-family residences exist within agricultural zone districts. Therefore, where effects of agricultural noise upon residences located in these agricultural zones is a concern, an Ldn of 70 dBA will be considered acceptable outdoor exposure at a residence.

**TABLE 6****MAXIMUM ALLOWABLE NOISE EXPOSURE****Transportation Noise Sources**

(Source: Placer Countywide General Plan Policy Document)

<b>Land Use</b>	<b>Outdoor Activity Areas<sup>1</sup></b>	<b>Interior Spaces</b>	
	<b>Ldn/CNEL, dB</b>	<b>Ldn/CNEL, dB</b>	<b>Leq, dB<sup>2</sup></b>
Residential	60 <sup>3</sup>	45	--
Transient Lodging	60 <sup>3</sup>	45	--
Hospitals, Nursing Homes	60 <sup>3</sup>	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60 <sup>3</sup>	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

<sup>1</sup>Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

<sup>2</sup>As determined for a typical worst-case hour during periods of use.

<sup>3</sup>Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

**B. SAFETY ELEMENT****1. Seismic Safety**

## **Purpose**

The purpose of this section is to identify and appraise seismic hazards in the area and recommend goals and policies to reduce the loss of life, injuries, damage to property and economic and social dislocations resulting from future seismic activity. Also included are safety considerations dealing with the potential hazards of fire and flooding.

## **Goals and Policies**

### **GOAL**

TO PROTECT THE LIVES AND PROPERTY OF THE CITIZENS OF THE GRANITE BAY AREA FROM UNACCEPTABLE RISK RESULTING FROM SEISMIC AND GEOLOGIC HAZARDS.

### **Policies**

1. Maintain strict enforcement of seismic safety standards for new construction contained in the Uniform Building Code.
2. Review future developments using all available seismic data and considering recommendations from the Health and Safety Chapter of the Countywide General Plan Policy Document.
3. Require soils or geologic reports for construction or extensive grading in potential seismic problem areas.
4. Implement fully the provisions of the Grading Ordinance which applies to the Granite Bay area.

## **Discussion**

Most of the surface of the Plan area consists of deeply weathered or resistant outcrops of granitic rocks, quartz diorite and granodiorite, which range from 125 to 136 million years old.

The surface geology map included in the EIR shows the distribution of eight rock units and three unconsolidated alluvial units. Two faults are also delineated on the map. They have not been active historically and there is no evidence that there has been fault activity within the area for the last 6 to 8 million years.



A complete geologic history of the area as well as a detailed discussion of rock units and ground water availability is included in the EIR.

Generally, the area is considered to be in a low geologic hazard category. Geologic hazards are presently limited to small slumps and landslides. Naturally occurring erosion is a hazard only on a small scale.

## **2. Fire Protection**

### **GOAL**

PROTECT THE CITIZENS OF THE GRANITE BAY AREA FROM LOSS OF LIFE WHILE PROTECTING PROPERTY AND WATERSHED RESOURCES FROM UNWANTED FIRES THROUGH PREPLANNING, EDUCATION, FIRE DEFENSE IMPROVEMENTS, AND FIRE SUPPRESSION.

### **Policies**

1. Ensure that all proposed developments are reviewed for fire safety standards by local fire agencies responsible for protection, including providing adequate water supplies and ingress and egress.
2. Maintain strict enforcement of the Uniform Building Code and the Uniform Fire Code.
3. Encourage and promote installation of smoke detectors in existing residences within the County which were constructed prior to the requirement for their installation.
4. Encourage continued use of education programs in schools, service clubs, industry, etc. by fire protection agencies to foster public awareness of local fire hazards.
5. Inventory and eliminate structurally unsafe and fire hazardous housing units which are considered reasonably beyond repair or rehabilitation.
6. Establish a program whereby new development pays the cost of new capital improvements necessary to provide the fire district with new fire stations, equipment and apparatus necessary to achieve the desired level of service, and to serve new development in the Granite Bay area.

### **Implementation**

The South Placer Fire District currently provides fire protection throughout the Granite Bay area. On-going maintenance and operation costs are met with the district's current tax

rate and special tax. The cost for capital improvements to serve new developments, however, cannot be met by the district without additional revenues. Based on the anticipated new development in the area, the district has identified the need for two new fire stations, the relocation of a third, and the engines and equipment to support fire protection services for the new development. Based on current costs, the district has identified the need for \$577,000 in capital improvements, or \$150 per new residence and \$.15 per sq. ft. of new commercial building space. The County should adopt an ordinance which requires the payment of such fees in order to adequately protect new development in the area.

### **3. Police Protection**

#### **GOAL**

PROVIDE ADEQUATE POLICE PROTECTION SERVICES THROUGH THE PLACER COUNTY SHERIFF'S DEPARTMENT TO DETER INCREASES IN CRIME AND TO MEET THE GROWING DEMAND FOR SERVICES WHICH THE INCREASING POPULATION AND COMMERCIAL ENTERPRISES IN THE AREA REQUIRE.

#### **Policies**

1. Identify a means by which new development in the area can be charged with the increasing criminal justice services costs which they generate.
2. Attempt to reduce response time and increase service levels through circulation system improvements.
3. Seek to maintain Sheriff's Department staff levels at an acceptable level as determined by the Board of Supervisors and County Executive's Office.
4. Consider public safety issues in all aspects of commercial and residential project design.

#### **Implementation**

The Placer County Sheriff's Department currently provides services to the Granite Bay area through the Sheriff's substation in Loomis. The current ratio of deputies to residents is one per 1,142 people. Due to budget/personnel constraints and rapid growth in the area, response times are not as rapid as they should be and are getting worse. It is recommended that the County seek alternative means of funding the increased level of service which the population density of the area requires, and that consideration be given to locating a Sheriff's substation in the area at some point in the future.

## **4. Flood Hazard**

### **GOAL**

**PROTECT THE LIVES AND PROPERTY OF THE CITIZENS OF THE GRANITE BAY AREA FROM UNACCEPTABLE RISK RESULTING FROM FLOOD HAZARDS.**

### **Policies**

1. Continue to work closely with the U.S. Army Corps of Engineers and Resource Conservation District in defining existing and potential flood problem areas.
2. Evaluate potential flood hazards in an area prior to the approval of any future development.
3. Continue to implement zoning policies which minimize potential loss of property and threat to human life caused by flooding.
4. Maintain natural conditions within the 100-year floodplain of all streams except where work is required to maintain the stream's drainage characteristics and where work is done in accordance with the Placer County Flood Damage Prevention Ordinance.
5. A Grading Ordinance specific to the Granite Bay Community Plan area should be implemented.
6. New construction shall not be permitted within 100 feet of the centerline of permanent streams and 50' of intermittent streams, or within the 100 year floodplain, whichever is greater.

### **Implementation**

It is recommended that the County adopt a grading ordinance with specific provisions which address the protection of floodplains from any development activity which would alter the flood characteristics of the stream.

Further, it is recommended that known areas of flooding problems be identified and corrective measures carried out as a part of any new development project which would affect such areas.

The development of solutions to flooding problems within Granite Bay will be regional in

approach and will consider the interrelationships between hydrology, geology, botany, biology and ecology. Solutions which reduce damages from flooding and stream bank instability, while at the same time protect, restore and enhance the natural stream system, including its riparian vegetation and wildlife will be emphasized.

[Table Of Contents](#)

[1. Introduction](#)

[2. Community Development](#)

[3. Resources](#)

[4. Health and Safety](#)

[5. Public/Quasi Public  
Services](#)

[6. List of Maps](#)

[7. Appendices](#)



## **Granite Bay Community Plan V. Public/Quasi - Public Services**

### [Table Of Contents](#)

#### [1. Introduction](#)

#### [2. Community Development](#)

#### [3. Resources](#)

#### [4. Health and Safety](#)

#### [5. Public/Quasi Public Services](#)

#### [6. List of Maps](#)

#### [7. Appendices](#)

This Public Services section contains the State-mandated circulation element of the General/Community Plan as well as a discussion of other public or quasi-public services. (Fire protection is covered in the section regarding safety.)

### **A. TRANSPORTATION/CIRCULATION ELEMENT**

#### **Purposes**

The purposes of the transportation/circulation element of the Granite Bay Community Plan are:

1. To describe existing and future traffic conditions as the area and region are developed.
2. To devise a method of ensuring desirable levels of service on the area's road network.
3. To establish a Capital Improvement Program (CIP) to accommodate future traffic volumes.
4. To establish a financing plan to fund the CIP.
5. To provide for necessary and desirable pedestrian, equestrian, and bicycle facilities.

6. To provide for future transit needs of the Plan area.
7. To help maintain air quality by reducing total vehicle miles traveled (VMT).
8. To identify and implement Transportation Systems Management (TSM) strategies for the Plan area in order to reduce peak-period traffic.

## **GOALS**

1. A SYSTEM OF NATURALLY SCENIC ROADS, PATHS, AND TRAILS SHALL BE ESTABLISHED AND MAINTAINED. EXISTING RESIDENTIAL ROUTES IN GRANITE BAY SHALL BE PRESERVED AND ENHANCED AS SAFE, SCENIC ROUTES.
2. TRANSPORTATION FACILITIES SHALL BE SUFFICIENT TO ALLOW SAFE, PLEASANT, AND REASONABLY CONVENIENT TRAVEL BETWEEN PARTS OF THE GRANITE BAY COMMUNITY BY MODES OF TRAVEL APPROPRIATE TO THE NATURE AND PURPOSE OF THAT TRAVEL. SAFE ACCESS SHALL BE PROVIDED FOR ALL PROPERTIES WITHIN THE COMMUNITY.
3. DEVELOPMENT OF ARTERIAL HIGHWAYS SHALL BE AVOIDED TO THE EXTENT THAT THEIR EXISTENCE AND USE WOULD DESTROY THE RURAL CHARACTER OF THE GRANITE BAY COMMUNITY. HOWEVER, IT IS EXPRESSLY RECOGNIZED THAT THE CAPITAL IMPROVEMENT PROGRAM (CIP) INCLUDED IN THIS COMMUNITY PLAN IS NOT IN CONFLICT WITH THIS GOAL.
4. SAFE AND EFFICIENT TRANSPORTATION SYSTEMS SHALL BE PROVIDED FOR RESIDENTS OF THE PLAN AREA AND OTHERS WHO USE THE SYSTEM.
5. "THROUGH" TRAFFIC WHICH MUST PASS THROUGH THE COMMUNITY SHALL BE ACCOMMODATED IN A MANNER WHICH WILL NOT ENCOURAGE THE USE OF RESIDENTIAL OR PRIVATE ROADS, PATHS, OR TRAILS. "THROUGH" TRAFFIC SHALL BE DIRECTED TO APPROPRIATE ROUTES (SUCH AS DOUGLAS BOULEVARD, AUBURN-FOLSOM ROAD, SIERRA COLLEGE BOULEVARD, ETC.) IN ORDER TO MAINTAIN THE COMMUNITY'S RURAL QUALITY AND NATURAL ENVIRONMENT AND TO PROVIDE FOR PUBLIC SAFETY. LOCAL AREAS WITHIN THE COMMUNITY SHALL BE CONNECTED TO MAIN PATHS, TRAILS, AND THOROUGHFARES IN ADJOINING AREAS.
6. THE CAPITAL IMPROVEMENT PROGRAM (CIP) SUFFICIENT TO ENSURE

LEVEL OF SERVICE (LOS) C SHALL BE IMPLEMENTED AS DEVELOPMENT OCCURS IN THE PLAN AREA.

7. SUFFICIENT FUNDING SHALL BE AVAILABLE TO FUND PROJECTS IN THE CIP.

8. A COMMUNITY TRAILS SYSTEM SHALL BE CONSTRUCTED AND MAINTAINED TO:

A. FOSTER SAFE, PLEASANT, AND CONVENIENT TRAVEL BY FOOT, HORSEBACK, OR BICYCLE WITHIN THE COMMUNITY;

B. PROVIDE RECREATIONAL OPPORTUNITIES TO RESIDENTS OF THE COMMUNITY; AND

C. CONNECT LOCAL TRAILS TO REGIONAL TRAIL SYSTEMS.

9. PUBLIC AND PRIVATE TRANSIT USE SHALL BE ENCOURAGED. OPPORTUNITIES FOR PUBLIC TRANSPORTATION SHALL BE EXPANDED. MEANS OF TRAVEL OTHER THAN THE PRIVATE AUTOMOBILE SHALL BE EXPLORED.

10. TRANSPORTATION SYSTEMS MANAGEMENT (TSM) STRATEGIES SHALL BE ENCOURAGED TO REDUCE PEAK-PERIOD TRAFFIC AND TOTAL VEHICLE MILES TRAVELED (VMT).

## **Policies**

1. Whenever the design of any new road or change in any existing road within the Granite Bay area is being considered, great care shall be taken to assure that the areas affected will be maintained.

2. The number and extent of roadway cuts and fills required in construction, reconstruction, and road maintenance shall be kept to a minimum consistent with standard design practices.

3. Contouring and planting of cut-and-fill slopes shall be an integral part of the road design, construction and maintenance process; effective planting of these slopes with trees, shrubs, and groundcover is necessary for erosion control and to restore the scenic quality of the road corridor.

4. Roads, trails, and paths should be designed and constructed to minimize erosion and

other disturbances to the natural terrain and vegetation. Such facilities shall be designed for economical maintenance.

5. Scenic or conservation easements over properties adjacent to the roadway may be needed to ensure preservation of a vista from the road and to preserve the natural, rural character of the community.

6. A program for undergrounding overhead utility wires shall be established to protect and enhance the scenic qualities of local roads and thoroughfares.

7. The rights-of-way of roads should be wide enough to accommodate appropriate road paving, trails, paths and bikeways, drainage, public utility services, and substantial trees and shrubs.

8. Street lights, traffic lights and signs shall be kept to a minimum.

9. Off-road vehicular parking is the responsibility of individual land owners. On-road parking is usually not appropriate.

10. The level of service (LOS) on major roadways (i.e., arterial and collector routes) and intersections identified in the CIP shall be at Level "C" or better. (See page 71 for additional information.) The first priority for available funding shall be correction of potential hazards. Land development projects shall be approved only if LOS C can be sustained on the CIP roads and intersections after: a) traffic from approved projects has been added to the system, and b) improvements funded by this program have been constructed. (At several locations, this will result in temporary slippages in LOS C until adequate funding has been collected for the construction of program improvements.) Provision shall be made for any freeways (such as I-80/State Highway 50 "beltway") within the Granite Bay Community Plan area.

11. Capital improvements shall be undertaken in response to buildout of the area. Traffic mitigation fees to fund the CIP described in this Plan shall be required as a condition of approval for all land development projects within the Plan area. On-site and "frontage" improvements of projects which comprise the CIP shall be required as conditions of approval for all land development projects. Priority and scheduling of projects from the CIP shall be determined by the Placer County Board of Supervisors.

12. Traffic mitigation fees shall be collected from all land development projects. Fee programs shall be based on potential traffic generation from such projects as may be estimated by using standard reference sources as the Institute of Transportation Engineers (ITE). Fees shall be collected when building permits are issued.



13. Roads shall be designed and maintained to encourage safe, alternative forms of transportation that contribute to a rural atmosphere (such as: walking, bicycling, riding, and public transportation).

14. Trails and paths intended for general circulation shall provide reasonably direct and convenient routes of travel for potential users. Routes for trails and paths intended primarily for recreational use should enhance the recreation experience. Regional trails are needed for inter-community travel and to provide access to state and county parks. Regional trails should be located so that they serve the needs of the public and minimize any infringement on the privacy of local residents.

15. Regional bikeways should facilitate travel between communities and provide access to parks. Regional bikeways should be located on or along collector or arterial roads. County or state funds should be sought for construction of regional bikeways.

16. The local public path and trail system shall be linked with the existing private and regional systems and the road system.

17. Trails and paths may be located in the right-of-way of roads, in their own rights-of-way, or in recorded easements over private properties.

18. Paths for use by pedestrian generally shall be located in the right-of-way of public roads, rather than on easements between private properties.

19. As lands are developed, public dedication of trail and path easements shall be required where needed as a part of the community trail and path system for the use of the lot owners and Granite Bay residents. Construction of such trails and paths also shall be required by conditions of approval of land development projects.

20. Local bikeways shall primarily serve the needs of local residents by providing safe and enjoyable circulation within the community.

21. The existing network of dedication equestrian trail easements within the community, which does not yet constitute a fully usable equestrian trail system, shall be enlarged to form one. Dedicated horse trail easements shall not be abandoned unless there is substantial evidence of no practical use for horse trail purposes.

22. There should be reasonable access to riding trails from all lots on which horses are permitted.

23. Bus stop turn-outs and shelters shall be required at appropriate locations as conditions of approval of development. Park-and-Ride areas shall be required at appropriate

locations as conditions of approval of development. Other facilities or programs to encourage ridesharing may be required.

24. Timing and distribution of traffic onto the road network from major traffic generators (such as Folsom Lake State Recreation Area, schools, employment centers, etc.) shall be managed to avoid peak periods. The relationship between employment and housing within the Plan area shall be monitored. The LOS C performance standard shall also be established as a policy to reduce total vehicle miles travelled and otherwise help to preserve air quality. (See discussion beginning on page 71 for additional information.)

## **EXISTING TRANSPORTATION SYSTEM**

### **Highways and Roads:**

The major highway serving the Granite Bay Community Plan area is Interstate 80. This highway is the main transportation route between Sacramento and Auburn. This highway provides a high level of service for commuters, recreationists, commercial trucking, travelers, etc. At present, there are three interchanges on I-80 (Douglas Boulevard, Rocklin Road, and Sierra College Boulevard) that provide transportation access to the Plan area. These interchanges were designed to allow widening of the freeway and have the capacity to handle present traffic loads. A new interchange for Atlantic Street in Roseville is presently under construction; this new interchange will also serve the Plan area.

Douglas Boulevard, Rocklin Road, Sierra College Boulevard, and Auburn-Folsom Road are the major arterials that presently provide through traffic routes to other portions of the County. They also serve as accesses to Folsom Lake, a major recreation area.

Public transit, especially to serve commuters, is a viable alternate mode of travel for some Granite Bay residents. A system is operating currently from Roseville to the Sacramento metropolitan area. Three full-sized transit coaches are operated daily by Greyhound Lines, Inc., under contract to the City of Roseville. Placer County participates financially by helping to underwrite the operation of this system.

Placer County Transit currently operates between Auburn and Roseville with a limited schedule to the Granite Bay area. Public Park-and-Ride lots presently exist at several interchanges along I-80; several subdivisions have designated Park-and-Ride areas within their boundaries which are available to residents.

### **Air Travel**

There is presently no air service to the Granite Bay area and there are no plans for airports

in the proposed Community Plan. The nearest facilities are the Auburn and Lincoln airports. Small plane owners in the area should be encouraged to use the Lincoln facility.

### **Transportation Systems Management (TSM)**

The State Department of Parks and Recreation has remote, changeable-message signs along Auburn-Folsom Road and Douglas Boulevard that advise traffic when Granite Bay is closed because of having reached maximum capacity. Several large employers in the industrial area north of Roseville allow flex-time and/or schedule shift changes at other than normal times; this creates the opportunity to avoid peak-period traffic for those employees who are residents of the Plan area. A TSM monitoring and information program is in place for employees in the State Highway 65 Bypass area north of Roseville. This program coordinates ridesharing activities and provides an annual report on the jobs/housing ratio for the South Placer area (which includes Granite Bay).

### **Pedestrian, Equestrian, and Bicycle Facilities**

An extensive network of hiking and equestrian trails exists within all of Folsom Lake State Recreation Area (FLSRA) that borders the Plan area. The Pioneer Express Trail, which connects Discovery Park (at the confluence of the Sacramento and American Rivers) with Auburn, runs through this section of the FLSRA. A continuous, paved bike trail connects Discovery Park with Beal's Point at Folsom Lake (in the southeast corner of the Plan area). A 200'+ wide corridor, approximately two miles long that connects Auburn-Folsom Road with FLSRA near Boulder Road, was recently obtained from a subdivision developer. Another large subdivision south of Horseshoe Bar Road has been required to improve and dedicate a pedestrian/equestrian corridor from Auburn-Folsom Road to FLSRA.

Sections of separated bike trail have been constructed along Douglas Boulevard so that a continuous trail runs from the Granite Bay park entrance almost to Auburn-Folsom Road. A few other isolated sections of separated trail exist which should become part of an ultimate trail network. Standard/typical road sections used by the County and the City of Roseville for major roadways provide on-street bicycle lanes in the form of extra-wide shoulders which are sometimes signed and otherwise designated as bike routes.

Concrete curb, gutter, and sidewalk are standard requirements by the County for all subdivision and commercial development in the urban parts of the Plan area. However, County policy has allowed subdivision developments without these urban amenities if lots are 1/2 acre or larger.

### **Former Loomis Basin Traffic Limitation Zone and Capital Improvement Program**

Before adoption of this Community Plan, the entire Granite Bay Community Plan area had a Traffic Limitation (-TL) combining zone on all underlying zonings (such as residential, commercial, etc.). The fee establishing by this -TL Zone Ordinance was \$2,000 per dwelling unit. The road improvement projects to be funded by the -TL zone included several projects that have now been made a part of the Granite Bay Community Plan CIP.

## **South Placer Traffic Study**

The Granite Bay Community Plan area is a part of a much larger area of the County for which a detailed traffic study has been developed. This larger study area is approximately bounded by Folsom Lake, Newcastle, Lincoln, Fiddymont Road, and Sacramento County. The study was originally undertaken as a result of the Stanford Ranch project north of State Highway 65 near Rocklin. This very large (3,000+ acres) project created the need for major road improvements and raised questions concerning allocations of limited roadway capacity, cost sharing methods, etc. The study area was then expanded as Placer County and the Cities of Rocklin, Lincoln, and Roseville acknowledged similar and related issues elsewhere. The final adjustment to the "shape" of the study area was to include adjacent sections of Sacramento County where major development is planned (Antelope area, City of Folsom, etc.).

This study is coordinated with even larger efforts by SACOG (Sacramento Area Council of Governments) for the Sacramento regional areas and by Caltrans.

A traffic engineering/planning consultant (Omni-Means, Ltd.) was chosen by a competitive process to perform the study; a Technical Advisory Committee (TAC) of staff representatives from Placer County, Caltrans, Rocklin, Lincoln and Roseville was established to guide progress of the study. An existing South Placer Policy Committee comprised of elected Supervisors and City Council members has provided the forum for public involvement in the study and given policy direction.

The scope of work for the traffic study included:

1. An inventory of existing land uses.
2. An inventory of existing General Plan and zoning designations.
3. An inventory of traffic volumes on existing roadways.
4. A distribution mode of traffic onto the road network.
5. Calibration of the model to fit existing traffic volumes.

6. Estimates of traffic generation from undeveloped lands.
7. Projection of traffic volumes on the road network at buildout according to General Plans/Zoning.
8. Development of a capital improvement program.
9. Development of a financing plan.
10. Training of County/PCTC staff to maintain and use the traffic model.

This work was completed on schedule and without any major surprises until total traffic from full buildout of the study area was projected. The resulting traffic so overwhelmed available roadway capacity -- even with all feasible improvements in place -- that undesirable levels of congestion would exist almost everywhere in the area. In addition, the industrial areas north of Roseville would generate employment opportunities far exceeding the number of local residents; the result would be a traffic generation to this employment base from the Sacramento area that would exceed the combined capacity of I-80 and the local road network.

The major disclosure of the study was, of course, that land use potential and road network capacity were out of balance. The number of employment opportunities and residents (i. e., potential employees) were similarly imbalanced with unnecessary "imported" trips and vehicle miles travelled (VMT) as a result.

At this point, the Technical Advisory Committee (TAC) discussed several methods of resolving these major problems with our consultant. These included: a) across-the-board, proportional reductions in development potential; b) changes in land use to limit traffic generation at critical points in the study area; c) keeping land use potential unchanged while establishing a performance standard for traffic conditions. Alternatives a) and b) were rejected because of the enormous political difficulty in their implementation, their failure to resolve the jobs-housing imbalance, and their perhaps unnecessary interference in workings of the free market. The TAC decided that the "performance standard" approach was the most promising, and the traffic study has progressed using it as a basis.

The performance standard approach is based on the concept of "level of service (LOS)" LOS is a quantitative and qualitative measure of traffic conditions on isolated sections of roadway or intersections (see Table 7). LOS ranges from level A, with no congestion, to level F, where the system fails with "gridlock" or stop-and-go conditions prevailing. The quantitative basis for determining LOS is the ratio between existing traffic volumes (V) and the calculated capacity (C), the "V/C ratio." Normally, intersection capacity will be

the limiting factor in an area's road network.

The performance standard approach assumes that a specified LOS -- in this case, the lower limits of level C -- becomes a standard for the area's road network. Land development projects must satisfy this performance standard in order to receive permit approval; in other words, a developer must show that a certain standard for traffic conditions will exist after a proposed project is in place. The existing road network in the area of such a project may have more than enough capacity for the project's traffic, or it may be necessary to increase the available capacity by capital improvements (i.e., increasing the number of lanes, signaling an intersection, etc.).

One way to equitably fund the major capital improvements for an area is to spread the cost by means of a fee program to all properties which receive benefit. If this overall approach is not taken, the single development project which generates the traffic that crosses a "threshold" from one level of service to another would be responsible for the entire improvement as a mitigation measure. This fee program approach also has the advantage of collecting fees from many projects so that one improvement contract maybe let instead of having a series of piecemeal, frontage improvements.

The consultant and the TAC then developed a list of capital improvement projects for the area's road network. This list attempted to include all capital improvements which were financially feasible and necessary for buildout of the area's general plan/zoning. Several of these listed projects are within or affect directly the Granite Bay Community Plan area.

**Table 7**

**Level of Service Definitions**

<b>Level of Service</b>	<b>Intersection</b>	<b>Highway</b>
A	Uncongested operations, all queues clear in a single signal cycle.  $V/C = 0.00 - 0.60^*$	Free flow, vehicles unaffected by other vehicles in the traffic stream.
B	Uncongested operations, all queues clear in a single cycle. $V/C = 0.61 - 0.70$	Higher speed range of stable flow. Volume 50% of capacity or less.
C	Light congestion, occasional backups on critical approaches. $V/C = 0.71 - 0.80$	Stable flow with volumes not exceeding 75% capacity.

D	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed.  V/C = 0.81 - 0.90	Upper end of stable flow conditions. Volumes do not exceed 90% of capacity.
E	Severe congestion with some long, standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).  V/C = 0.91 - 1.00	Unstable flow at roadway capacity. Operating speeds 30 to 25 mph or less.
F	Total breakdown, stop-and-go operation.  V/C = 1.00	Stop-and-go traffic with operating speeds less than 30 mph.

\*V/C ratio same for highway description

The next step was to determine how much development of the general plans could be accommodated by the road network without falling below LOS C after the capital improvement program had been constructed. Even given the improvements of this program, LOS C cannot be sustained on the study area's road network if full buildout according to existing general plans and zoning occurs. With the improvements of this program in place, LOS C can be sustained for the **average** limits of buildout throughout the study area as indicated below.

This method is an averaging approach that assumes the same reductions in development/traffic throughout the entire South Placer Study area. Because even reduced buildout would not occur with such a uniform distribution, the percentages of allowable development may vary somewhat from site to site. In addition, not all roads will reach the lower limits of LOS C at the same time. Therefore, some areas where there is excess roadway capacity may develop beyond the percentages indicated without threatening the LOS C threshold. This is generally the case for the Granite Bay Community Plan area.

The precise limits of the buildout at which LOS C is exceeded will vary with location in

the study area and will depend on factors such as proximity to already congested areas, existing degree of buildout, reserve capacity on existing roadways, future roadway and intersection capacity after improvements have been constructed, unanticipated improvements to the road network, changes in transit ridership and/or vehicle occupancy, etc.

## **SOUTH PLACER TRAFFIC STUDY AREA**

### **Average Degree of Equivalent Additional Available**

#### **Buildout That Would Allow LOS C Development**

69% dev. of single family d/u 29,230 single family d/u

69% dev. of multiple d/u 17,500 multiple family d/u

46% dev. of commercial use 900 acres of commercial uses

55% dev. of office uses 500 acres of office uses

53% dev. of industrial uses 4,350 acres of industrial uses

The percentages of allowable development for different types of land use vary because of different degrees of existing buildout among the different land uses and the attempt to balance jobs and housing within the study area.

It should also be noted that a few roadways already exceed or will exceed the LOS C criteria. Future undesirable LOS at the following locations should be acknowledged, but such conditions should be strictly limited to these locations: Sunrise south of Douglas, Douglas Boulevard between Rocky Ridge and Eureka Road and between Santa Clara and I-80, Rocklin Road between Sierra College Boulevard and I-80, I-80 between SR 65 and Atlantic Street, Baseline Road west of Roseville, and SR 193 east of Lincoln.

In order to ensure that LOS C is maintained at **full** buildout of the South Placer Traffic Study area, an additional set of capital improvements will be necessary at some time in the future. These improvements will include widening existing roads to provide additional lanes, urban interchanges, additional traffic signals, etc. The cost of these additional capital improvements necessary to ensure LOS C at full buildout is estimated at \$150 million. The cost of these additional improvements would be very expensive for this last increment of development and would result in fees that are several times those now proposed.



There are two major reasons why a capital improvement program is proposed that will ensure LOS C for less than full buildout. The first reason is the consideration of what is feasible -- that is, the practical consideration of what can be accomplished within the next few years given economic, financial, environmental, and social considerations. The scale of improvements to be funded by provisions of this agreement (\$125+ million) and the interjurisdictional nature of the funding program have together approached the limits of practicality. The second reason is our lack of confidence in the ability to predict the future. At present rates of buildout, the proposed capital improvement program should be adequate for 10-15 years. Beyond that time in the future, it is difficult to have confidence in assumptions regarding cost estimates, technology, economic considerations, acceptable levels of service, or any of the other factors which determine "feasibility." Therefore, we believe that the proposed capital improvement program and financing plan include all projects which are necessary and sufficient for LOS C within a reasonable time frame.

The LOS C performance standard should remain in effect for the increment of development that cannot be accommodated by this capital improvement program. As the limits of buildout are approached, a new set of capital improvement projects may be necessary to ensure a continuing LOS C. Such a CIP and financing plan may be developed at that time. However, the LOS C performance standard should remain in effect with improvement programs and financing plans developed to ensure its maintenance.

The Level of Service C (LOS C) performance standard as discussed herein applies only to the Granite Bay Community Plan Capital Improvement Program roads and intersections.

The traffic study has been completed and is being incorporated by the several cities and the County into land use plans, transportation plans, capital improvement programs, financing plans, etc. The South Placer Traffic Model (maintained by Placer County Transportation Commission staff) will allow the determination of a proposed project's impact on level of service and remaining roadway capacity. Because the study is most useful in its full regional form, it is important that the several jurisdictions adopt the same performance standards and fee programs for land development projects. This will create a uniformity among development requirements across jurisdictional boundaries; it will also ensure that facilities of regional importance are funded by a larger base than just the immediate area.

## **PROPOSED TRANSPORTATION SYSTEMS**

Some of the information contained in the following sections has been superseded by the Board of Supervisor's adoption of the Traffic Mitigation Fee Ordinance in January 1991 (and amended August 5, 1992). This Ordinance is contained in its entirety in Appendix D.

## Road Network

The first General Plan to use the traffic study is the Granite Bay Community Plan. This area provides several good examples of the value of regional transportation planning and the "performance standard" approach. If Community Plan development potential is limited to the currently proposed densities and locations, the need for certain currently programmed road improvements is eliminated. For example, most of Eureka Road would be left at a 2-lane standard, and the Baldwin Connector could be eliminated. Another example: if Rocklin Road Extension is constructed, Douglas Boulevard can be 4 lanes instead of 6 lanes between Auburn-Folsom Road and Sierra College Boulevard. This approach requires that the County and cities adopt policies for areas outside of the Granite Bay Community Plan area in order to limit the need for improvements within the Community Plan area.

Until these policies have been adopted for all of the South Placer Traffic Study area, the full set of improvements necessary for full buildout of the Granite Bay area must be included in the CIP. Right-of-way widths shall be sufficient for road improvements necessary to serve full development of land use (for example, sufficient right-of-way for 4 lanes on Eureka Road, 6 lanes on Douglas Boulevard west of Auburn-Folsom Road, and a 2-lane corridor for the Baldwin Connector). If the full right-of-way width proves to be unnecessary for road widening, the extra setback distance for structures would still contribute to the rustic atmosphere and allow additional open area for trail construction.

Funding for projects on the traffic study's CIP list will likely be provided from several sources. However, the financing plan and fee schedule assume that these projects will be completely funded by land development as it builds out the area. Public monies available for road construction projects are very limited and are almost exclusively used for maintenance and repair. Although proposals have been made for increases in sales tax and gas tax to create an infusion of road construction funding, such alternate funding is very uncertain. Any such funding could be used as a supplement either for another future set of improvements or for a reduction in fees to fund this CIP. Several years of the County's Federal Aid Secondary (FAS) program funds have been committed to the widening of Douglas Boulevard to 4 lanes between Sierra College Boulevard and Auburn-Folsom Road. This \$5,000,000+ project is scheduled to begin in 1990.

Projects identified in the South Placer Traffic Study as having regional significance are expected to be funded by a uniform fee throughout the entire study area (including Granite Bay). If an interjurisdictional agreement for implementation of the South Placer Traffic Study is not reached, a similar, uniform fee per trip-end would be established for the Granite Bay General Plan area and other portions of unincorporated Placer County within the South Placer Traffic Study area. If other participating jurisdictions adopt similar policies, the South Placer CIP and financing plan will be fully implemented in "parts" instead of the "whole" that was originally anticipated. Other projects on the list

which are more local (as opposed to regional) have been assigned more specific areas of benefit; in several cases, these areas of benefit lie within more than one jurisdiction. Land development projects within the Granite Bay Community Plan area will fund both categories of projects using a traffic-generation fee.

In all of the above cases, fees would be uniform across jurisdictional boundaries and would be deposited in interest-bearing trust accounts designated for the several specific improvement projects. A Joint Powers Authority (JPA) Agreement among Placer County and the Cities of Rocklin and Roseville is nearing adoption for funding of the Highway 65 interchange projects. The "local" category of projects will be implemented by separate agreements among the jurisdictions involved.

Future land development within the Granite Bay area would contribute funds called "traffic mitigation fees" toward regional and local capital improvement projects listed below. Such fees would be based on potential traffic generation using tabular reference information from the Institution of Transportation Engineers (ITE). "Future land development" means all land development activities for which Placer County issues a permit approval -- including subdivisions, use permits, building permits, design reviews, and expansion or change of use permits. A requirement for the contribution of these fees would be a condition of approval placed on all such permits. Such fees would be collected at the time building permits are issued.

Some land development projects would fall within several areas of benefit -- whether regional or local -- and the fees for the several capital improvements would be additive. All fees would be based on traffic generated by a land development project and collected only when building (or other) permits are obtained (and construction is actually undertaken and traffic begins).

The fee amount, area of benefit, etc., for each capital improvement project is set by this Community Plan. A set of maps showing these local project areas of benefit and fee schedules is attached. Existing CIPs, -TL Zone fees, etc. would be replaced in the Granite Bay Community Plan area by this program.

A summary of all three categories of road improvement projects for the Granite Bay Community Plan area follows:

## **CATEGORY 1) REGIONAL PROJECTS FROM SOUTH PLACER TRAFFIC STUDY**

### **Project Estimated Cost**

\*A uniform aggregate fee of \$68+ per trip-end funds all projects.

a) Carlsberg Boulevard - 2,293,800

1) Widen from 4 to 6 lanes, SR65

to N. Roseville City limit

2) Widen from 4 to 6 lanes,

Sunset N. Roseville City limits

b) Roseville Parkway - Widen from 4 to 6 17,042,197

lanes with overcrossings at railroad

& I-80; major drainage structures at

Miner's Ravine and Secret Ravine

c) Harding Boulevard Extension - Widen from 10,125,900

4 to 6 lanes including railroad overcrossing

d) Sierra College Boulevard - 17,585,400

1) Widen from 4 to 6 lanes, Douglas

Boulevard to Sacramento County

2) Widen from 2 to 4 lanes, Douglas

Boulevard to Rocklin Road

3) Widen from 4 to 6 lanes, Rocklin

Road to Taylor Road

4) Widen from 2 to 4 lanes, Taylor

Road to SR 193

e) Stanford Ranch Road - Widen from 4 to 6 1,477,500

lanes SR 65 to Crest Drive

f) Sunset Boulevard - Widen from 4 to 6 lanes, 8,364,800

SR 65 to Pacific Street

g) Rocklin Road - Reconstruct interchange, 5,000,000

signals, approaches, etc.

h) State Highway 65 - Widen from 4 to 6 lanes, 3,056,700

I-80 to Blue Oaks Boulevard

i) State Highway 65 - Widen from 2 to 4 lanes, 3,000,000

Blue Oaks Boulevard to Industrial Boulevard, local

match of state funding (1/3 of total cost) -

emphasis on preliminary engineering,

environmental work, etc.

j) State Highway 65 Lincoln Bypass - Local 8,670,000

match of state funding (1/3 of total cost) -

emphasis on preliminary engineering,

environmental work, etc.

k) Miscellaneous Traffic Signals in Study Area - 2,400,000

Approximately 30 road intersection traffic

signal systems. Order of priority will be

determined by the South Placer Transportation

Policy Commission (SPTPC) if a five-jurisdiction

JPA is formed.

TOTAL TRIP-ENDS 1,169,876 TOTAL COST \$79,016,297

(\$67.54/trip-end)

Projects from this list which are located within the Granite Bay Community Plan area are Sierra College Boulevard, Roseville Parkway, and several of the traffic signals. Funds collected from land development for this category would be used only for construction within the Community Plan area.

## **Funding**

These regionally significant projects would be funded by a uniform trip-end fee collected from the entire South Placer Traffic Study area (including all of the Granite Bay Community Plan area). Trip-ends to be generated from the entire South Placer Traffic Study area are estimated to be 1,169,876. The uniform **pro rata** trip-end fee would be \$68.00.

Many of these project cost estimates are for an increment of widening (i.e., from 4 lanes to 6 lanes) rather than total construction. In such cases, construction of the basic roadway is assumed to be a "frontage" requirement of land development. The subsidy from this program is to provide extra capacity and other benefits beyond the immediate area.

## **CATEGORY 2) LOCAL PROJECTS FROM SOUTH PLACER TRAFFIC STUDY**

Trip-ends Trip-end

### **Project Cost Estimate Generated Fees**

A. Douglas Boulevard \$ 7,821,200 261,126 61.22

A 20'-wide, landscaped, raised median (with gaps for left turns) will be included in the design for the Douglas Boulevard widening. In general, widening will be southerly from the existing concrete curb, gutter and sidewalk improvements along the north side. In several locations, such concrete work exists on the south side also. The normal 20'-wide median may be narrowed to provide a 14'-wide (minimum) median at such locations in order to preserve the value of the existing improvement. A typical cross-section for this

roadway is shown on page 6 of the "Community Design Standards/Guidelines" at the end of this Community Plan.

#### B. Atlantic Street Extention

Eureka Road\* \$ 2,000,000 115,066 25.21

\*This project will fund a widening from 4 to 6 lanes between Sierra College Boulevard and I-80, widening to 4 lanes between Sierra College Boulevard and the Eureka Road/Roseville Parkway Connector, and minor improvements to the 2-lane section of Eureka Road between the Connector and Barton Road. The 4-lane widening east of Sierra College Boulevard is made necessary by the combination of two traffic generators: a) commercial development on the southeast corner of the Sierra College Boulevard/Eureka Road intersection (within the City of Roseville), and b) the siting of two schools approximately 1/2 mile east of this intersection.

C. Auburn-Folsom Rd. \$ 1,869,000 23,432 79.79

D. Rocklin Rd. Ext. \$ 600,000 6,653 90.18

(not including construction)

E. Laird Road \$ 250,000 4,283 58.37

F. I-80 Rocklin Rd. \$ 7,215,500 98,366 73.36

Interchange area\*

\*This project includes realignment of I-80 frontage roads, relocation of their intersections with Rocklin Road, traffic signals, widening of the I-80 overpass and reconstruction of the interchange. Only a part of the cost of these improvements is included in the project cost. A very small part of the Granite Bay Community Plan area (on top of the Sierra College Boulevard ridge) is included in the area of benefit for the project.

#### **Funding**

These "local" projects will be funded by a uniform trip-end fee collected within the areas of benefit specified. Several of these project cost estimates are for an increment of widening (i.e., from 4 to 6 lanes) rather than total construction. In such cases, construction of the basic roadway is assumed to be a "frontage" requirement of land development. The subsidy from this program is to provide capacity and other benefit beyond the immediate "frontage" area.

### **CATEGORY 3) ADDITIONAL PROJECTS FROM GRANITE BAY COMMUNITY PLAN**

Cost Program Trip-ends Trip-end

#### **Project Estimate Share (1/3) Generated Fees**

A. Cavitt Stallman Road/ 250,000 83,333 4,172 19.97

Douglas Boulevard

Connector

B. Eureka Road/Roseville 500,000 166,667 12,208 13.65

Parkway Connector

C. Old Auburn Road 1,450,000 483,333 8,538 56.61

Extension

(East \$800,000)

(North \$650,000)

D. Barton Road/Roseville 400,000 133,333 815 163.60

Parkway Connector

E. Old Auburn Road 300,000 100,000 1,131 88.42

West Sierra College

Boulevard to Roseville

City limits (1/2+ mile)

F. Barton Road 2,500,000 833,333 11,657 71.49



## Sacramento County

line to 1/2 mile

north of Douglas

### **Funding**

This project list was developed from road planning efforts for the Granite Bay Community Plan area; the projects are not listed in the South Placer Traffic Study. However, traffic generation within the defined zones of benefit (and other information such as roadway capacity) was derived from the South Placer Traffic Study. Developers with "frontage" on these projects will pay 2/3 of the total cost of these projects. This program will fund the remaining 1/3 as a partial subsidy to recognize benefit beyond the immediate "frontage" area.

### **Additional Information Regarding Category 3 Project Descriptions:**

**A. Cavitt-Stallman Road Connector** will be 2 lanes with a 60-foot wide right-of-way and will connect Cavitt-Stallman Road southerly to Douglas Boulevard approximately 700 feet east of Sierra College Boulevard.

The Cavitt-Stallman Extension will connect the north\south section of Cavitt-Stallman Road directly to Douglas Boulevard opposite the most easterly entrance to the Sierra Oaks shopping center. This intersection will be signalized and has been planned for several years. The original justification for the signalization at this location was to connect commercially zoned areas on each side of Douglas Boulevard. Because of these commercial/office developments, the signal will probably be warranted even if the Cavitt-Stallman extension is not constructed. Without such a signalized intersection, commercial parcels on the northeast corner of Sierra College and Douglas Boulevard would be limited to right turn in/out only movements.

Another purpose of this proposed signal and the Cavitt-Stallman Extension is to provide access for the Quail Oaks Subdivision and other properties north and west of the proposed extension.

Traffic from the Cavitt-Stallman/Olive Ranch area would be able to travel to commercial areas without left turns onto Sierra College Boulevard through an unsignalized intersection. Such traffic could also avoid the heavily congested Sierra College/Douglas Boulevard intersection.

This route is designated as a plan-line in the Community Plan. A zone of benefit is

established to collect fees for its eventual construction; right-of-way dedications will be required from land development projects affected by it. Both the traffic signal and the road extension will be deferred until their benefit in reducing travel time, traffic congestion, etc. could be demonstrated. Neither will be constructed immediately. The traffic signal would be constructed as a first phase and the extension some time after that. Land development projects affected by either the signal or the extension will be required to construct some interim access for their projects. Each project will prepare an engineer's estimate of the cost of constructing that project's "fair share" of the signal/extension improvement, and funds will be collected and placed in a trust account for future construction.

**B. Eureka Road/Roseville Parkway Connector** will be approximately 1/2 mile east of Sierra College Boulevard near the proposed school sites. This facility would be a 2-lane roadway with a 60-foot wide right-of-way. The "T" intersection of the connector and Eureka Road will be constructed so that the "through" movement would be from Eureka Road west of the intersection to the connector. Eureka Road west of the intersection to the connector. Eureka Road east of the intersection will be realigned so that westbound traffic is controlled by a stop sign at this intersection.

**C. Old Auburn Road Extension** will be extended easterly from its existing intersection with Sierra College Boulevard through lands within the City of Roseville's jurisdiction. Within the City of Roseville, the roadway will divide and provide an easterly connection to a road within the Treelake Project and a northerly connection to the Roseville Parkway. These roadways will be 2 lanes with 60-foot wide right-of-way in Placer County.

**D. Barton Road/Roseville Parkway Connector** - The easterly extension of Roseville Parkway will be 4 lanes with a 110-foot wide right-of-way for most of its length and would connect Sierra College Boulevard to Barton Road. This road will be approximately 1/2 mile south of and parallel to Eureka Road and would extend the Parkway to Barton Road as this area is developed. Approximately 0.4 miles west of Barton Road, a second access to Barton Road would intersect from the southeast. From this intersection east to Barton Road, both roadways could be reduced to 2 lanes with a 60-foot wide right-of-way. This project is part of Placer County's efforts to improve Barton Road/Santa Juanita Avenue (in Sacramento County) as a north-south corridor for the Granite Bay Community Plan area.

The southerly extension of the Roseville Parkway to Barton Road, as discussed above, is required unless the adjoining land is developed with lower intensity uses than allowed by the Community Plan, in which case it can be eliminated by the Planning Commission without the need for a Community Plan Amendment. This situation could arise if a golf course or rural-residential density development were constructed on this site.

E. **Old Auburn Road** will be improved for approximately 1/2 mile west of Sierra College Boulevard. This project will consist of reconstruction and widening to 4 lanes with an 84'-wide right-of-way.

F. **Barton Road** will be improved from the Sacramento County line to 1/2 mile north of Douglas Boulevard. This project would be a 2-lane widened and realigned roadway. Near the Sacramento County line, a major realignment would correct deficiencies resulting from two 90 degree curves. Right-of-way would be 84' wide and would allow for the possibility of two additional lanes in the future. Such additional lanes would be constructed only if: a) traffic volumes warranted additional lanes; and b) Sacramento County and the City of Folsom construct a similar improvement on Santa Juanita Avenue.

An acceptable alternative alignment for this project is a correction of the two right-angle curves near the Sacramento County line to provide 500' (minimum) radius curves. However, requirements for dedication of right-of-way for the major realignment shall be waived only when rights-of-way for the two 500' (minimum) radius curves have been obtained.

One other project should be briefly discussed that was considered but not included in the Capital Improvement Program: the Olive Ranch Road Extension. This project would be a westerly extension of Olive Ranch Road with a southerly shift in alignment to connect with Olympus Drive at its intersection with Sierra College Boulevard. The alignment would be through an area which is currently open and proposed for low density residential development in the land use element of the Community Plan.

The principal purpose of the extension would be to take traffic from Olive Ranch Road and Cavitt-Stallman Road to a signalized intersection on Sierra College Boulevard. Future traffic volumes on Sierra College Boulevard will make it nearly impossible to make left turns onto Sierra College Boulevard. It would also allow a more direct connection to the I-80 corridor through the road network in the Northeast Roseville Specific Plan area to the new Atlantic Street interchange.

Another reason for the connection directly opposite Olympus Drive would be the reduction in the number of roadway connections onto Sierra College Boulevard. This would keep interruption of traffic streams to a minimum and reduce the number of turning movements.

A plan-line corridor for this project has not been designated at this time. Such a corridor has the potential to create prime "frontage" which could be growth inducing. As traffic volumes on the existing road network rise and left turns from Cavitt-Stallman onto Sierra College become more difficult, the need for this corridor may become more apparent. When a land development proposal (subdivision, parcel split, use permit, etc.) for the

property between Cavitt-Stallman and Sierra College Boulevard is made to the County, the need for this extension will be reassessed. No plan-line or funding program is established at this time.

The Baldwin Connector (between Auburn-Folsom Road and Barton Road near the Sacramento County line) is not proposed as a construction project in the Capital Improvement Program. However, a plan-line will be shown for a 60'-wide right-of-way. Dedication of this right-of-way will be required of any land development project and the need for an improved roadway reevaluated when the Community Plan is next updated.

The remaining roads within the Plan area appear to be adequate for projected traffic. However, there are "spot" improvements needed through the existing system to improve safety and convenience for the travelling public. Minor curve realignments, additions of shoulders, left-turn lane provisions, traffic signals, development of trails for non-auto transportation, and other improvements should be undertaken. Responsibility for such minor improvements should be shared jointly by the County (ongoing corrective work) and land development projects (frontage improvements and traffic impact mitigations). The County's road standards for land development will remain in effect as shown in the County's Land Development Manual and SR 2156 Report.

One problem with the financing plan for this CIP is that it generates enough funding for projects only when all allowable buildout has occurred. In some cases, improvements would be needed well before this point in order to maintain LOS.

## **Transit**

Future provisions for transit should be an enlargement of what exists at present: public systems which will serve expanding urbanized areas, Park-and-Ride lots at convenient locations, shelters at transit stops, and development requirements to assure that such facilities are available. Several management efforts could be of value also, such as: the coordination of adjacent systems to allow for timed-transfers, continuations of the state's "van-pooling" program, and changes in routes, headways, etc. in response to the area's growth. Perhaps the most significant public transit effort that is often overlooked is the transport of students by school buses. This effort will continue and expand as the area builds out.

## **Pedestrian/Equestrian/Bicycle Facilities**

New pedestrian facilities will also generally be limited to a continuation of presently existing policies. The County will continue to require sidewalks along streets in urbanized areas -- whether land uses are residential or commercial. However, unlike present practice, walkways should also be required along roads serving larger-lot subdivisions.

Such walkways need not be immediately adjacent to the edge of the street and may be a material other than concrete. Such a departure from the present County standard should better allow for the "rustic atmosphere" that this Plan is attempting to achieve.

No new equestrian routes have been shown in the Plan. However, one of the reasons that County right-of-way standard widths extend well beyond roadway edges is to allow for this use if the need is demonstrated.

A Bicycle Plan for western Placer County has recently been adopted by the Placer County Transportation Commission (PCTC). The Bicycle Plan identifies, classifies, and establishes priorities for construction of bicycle trails that will provide a continuous system of bicycle routes in the western Placer County area.

The primary goal of the Plan is to provide the PCTC, cities, and County with a planning tool to make short- and long-range decisions for funding and construction of bicycle trails. This Plan provides the basis for both funding and a priority schedule to meet the criteria for applying for State (Caltrans) bicycle lane account funds. The Bicycle Plan is now being implemented (usually incorporated by reference) by being included in design standards and plan documents.

The table below shows proposed bike routes in or adjacent to the Granite Bay Community Plan area. These routes are classified as follows:

**Class I Bikeways** are facilities with exclusive right-of-way, with cross-flows by motor vehicles minimized. These bikeways are designed for the exclusive use of bicyclists and pedestrians.

**Class II Bikeways** are areas established for preferential use by bicycles within the paved areas of highways (usually widened, delineated shoulder areas). These bike lanes will be one-way facilities.

**Class III Bikeways** are shared facilities, either with motor vehicles on the street, or with pedestrians on sidewalks, and in either case, bicycle usage is secondary.

## **Proposed Bicycle Facilities**

Proposed

### **Facility Classification**

#### **1. Auburn-Folsom Road\* II**

2. Barton Road\* II
  3. Treelake Parkway (future)\* I
  4. Douglas Boulevard\* I/II
  5. Joe Rodgers Road\* III
  6. Eureka Road\* II
  7. Rocklin Road with Extension\* I
  8. Laird Road II
  9. Olive Ranch Road III
  10. Seeno Avenue to Briar Way III
  11. Oak Hill Drive III
  12. Old Auburn Road to Cirby Way II
  13. Cavitt-Stallman Road II
  14. Strap Ravine Route\*\* I
- (Sierra College Boulevard to Barton Road)

\*Denotes currently adopted routes as per Granite Bay Park Development Plan

\*\*New facility proposed as part of the Granite Bay General Plan

### **Future Transportation Systems Management (TSM)**

The ongoing reporting of development activities for traffic modelling purposes would also allow the jobs-housing ratio throughout the region to be monitored. Keeping an approximate balance between jobs and housing would allow vehicle miles travelled (VMT) in the region to be minimized. Although no requirement for such a balance is included in this Community Plan (or any regional plan) at this time, the monitoring program should provide a good information base if such regulation is warranted in the future.

Measures which are presently available but underemployed (e.g., flexible work hours, off-peak shift changes, etc.) should become more important, particularly as LOS C limits are approached and project developers look for ways to reduce traffic impacts. TSM measures may be the most cost-effective method of mitigation -- much less expensive than creating increased capacity by constructing capital improvements.

The last measure included in this TSM section is implementation of the "performance standard" approach to land development project approval. When combined with the fee programs to construct capital improvements, this approach allows developers and the County to choose which combination of project design, capital improvements, transit, TSM, etc., can best achieve the "quality of life" standard for the area.

The capital improvement program and other planning in this document are based on what is feasible today. Some combination of presently unforeseeable changes (land values, energy costs, etc.) could allow a whole new set of capital improvements or other measures to create additional roadway capacity. This could, in turn, allow a greater degree of buildout that could be accommodated at LOS "C." The "performance standard" approach allows for such changes while preserving a desirable level of service.

## **B. SEWER SERVICE**

### **Purpose**

It is the purpose of this section to identify sewage disposal issues and limitations as they relate to the Granite Bay Community Plan area.

### **GOAL**

TO PROVIDE SEWAGE DISPOSAL FACILITIES WHICH WILL SERVE THE GRANITE BAY AREA'S PROPOSED DENSITY OF RESIDENTIAL, COMMERCIAL AND PUBLIC USES IN A WAY WHICH PROTECTS THE PUBLIC FROM ANY ADVERSE WATER QUALITY OR HEALTH IMPACTS.

### **Policies**

1. Through Placer County Sewer Maintenance District #2 (SMD #2), to provide public sewer service to all residential, commercial and public projects within the district based on the permitted densities of the 1989 Granite Bay Community Plan/Land Use Element.
2. To permit onsite sewage disposal on rural parcels where all current regulations can be met and where parcels have the area, soils, and other characteristics which permit such

disposal facilities without threatening surface or groundwater quality or present any other health hazards.

3. Require the RRTP to demonstrate adequate capacity exists at the wastewater treatment facility for annual use.

### **Discussion/Implementation**

The subject area has sewer service provided by SMD #2. The boundaries of SMD #2 are approximately Folsom Lake on the east, the Sacramento County line on the south, the City of Roseville on the west and on the north, Miners Ravine up to and including the Los Lagos Subdivision.

Until 1986, sewer service in that area was provided by three treatment systems as follows:

1. SMD #2 had a wastewater treatment plant located on Seven Cedars Road next to Folsom Lake Estates Subdivision.
2. The South Placer Municipal Utilities District (SPMUD) operated a sewer treatment pond on Barton Road just south of Douglas Boulevard.
3. Placer County operated a sewer treatment pond on Sierra College Boulevard just north of Cavitt-Stallman Road.

In December, 1986, the three treatment systems described above were decommissioned with the activation of the trunk sewers built for the Southwest Placer Sewer Assessment District. At that time, 90% of the land described above was annexed by SMD #2. A small area at the intersection of Douglas Boulevard and Barton Road is part of and administered by the SPMUD.

The truck sewers that were built to serve the area under discussion have a definite limit to their capacity. When they were designed, the criteria used for that design was the density that could be obtained through the 1975 version of the General Plan. Therefore, when a parcel of land is developed, as long as the total number of dwelling units does not exceed the amount allowed under the general plan, capacity exists in the trunk sewer system for the development. It should be noted that a normal development loses a small percentage of its maximum theoretical number of dwelling units due to road dedication and easements. This factor was built into the trunk sewer capacity and cannot be used to obtain additional sewer connections.

As development occurs in the area, some subdivisions will build slightly more units than were assessed in the sewer district and some will build slightly less than they were



originally assessed. This is normal and is accounted for in the sewer design. Unused assessments cannot be traded or purchased from one parcel to another.

In accordance with the above information, the Board of Supervisors of Placer County adopted the following policy on March 24, 1987:

"It is the policy of SMD #2 to issue will-serve letters for all projects within the SMD #2 Service Area that conform to the 1975 Loomis Basin General Plan and are approved by the Placer County Planning Commission to all other respects.

As long as a subject development is done in accordance with the 1975 Loomis Basin General Plan, SMD #2 has capacity and "will serve" the property. If any change is proposed to the General Plan that will increase the sewage flow, capacity is not available for the additional units. If the property was assessed for less units than is being proposed (in accordance with the 1975 General Plan) then an assessment charge for each additional unit must be paid before a "will serve" letter can be written. If the property was assessed for more units than are being proposed, no refund of assessments can be obtained and the extra assessments can **NOT** be transferred to other properties."

## **C. WATER SERVICE**

### **GOAL**

TO PROVIDE AN ADEQUATE QUANTITY AND QUALITY OF WATER TO THE RESIDENTS OF THE GRANITE BAY AREA.

### **Policies**

1. To encourage the existing water service entities, San Juan Suburban Water District and Placer County Water Agency, to develop the most effective water delivery systems possible.
2. To allow development requiring treated water only where an adequate distribution system is in place to serve such development.
3. To encourage water conservation whenever possible.
4. To encourage the expansion of the San Juan Suburban Water District into areas which cannot be served by the Placer County Water Agency (PCWA) and where wells are not feasible.
5. To work with the San Juan Suburban Water District to ensure that their distribution

system is incrementally upgraded as the means become available to do so, either through new development activity or district-funded improvement projects.

6. Encourage a water conservation landscape program.

7. Adopt and implement Water Availability Monitoring Programs.

## **Implementation**

San Juan Suburban Water District has available to it sufficient water to serve the Granite Bay area. Existing water use is estimated to be 10,000 acre feet annually and the district has 25,000 acre feet available by contract with the Placer County Water Agency. Significant improvements to the water distribution system are needed and are being planned in order to better serve areas within the district.

Placer County Water Agency service area #1 covers the northern section of the Plan area. Placer County Water Agency also provides water to Lakeview Hills and Hidden Valley Subdivisions. Placer County Water Agency is currently applying for grants under the 1984 and 1986 Safe Drinking Water Bond Act, in order to upgrade their water service to serve people with ditch water now. Placer County Water Agency's long range plan targets the ultimate development of the area based on the County's current general plan.

## **D. SCHOOLS**

### **GOALS**

1. TO PROVIDE THE BEST POSSIBLE EDUCATIONAL FACILITIES TO THE RESIDENTS OF THE GRANITE BAY AREA.

2. TO PROVIDE NEW SCHOOL FACILITIES AS THEY ARE NEEDED.

3. TO MINIMIZE THE NEED FOR BUSSING AND TO INCREASE THE SAFETY OF CHILDREN GOING TO AND FROM SCHOOL THROUGH THE PROPER LOCATION OF SCHOOL FACILITIES.

### **Policies**

1. County and school district personnel should continue to work together closely to monitor population increases in the area and to ensure that new school facilities are provided as needed. Adequate school facilities must be shown to be available, in a timely manner, before approval will be granted to new residential development.

2. New development in the area must, along with the State of California, continue to provide the funding necessary to meet the demand for new school facilities in a timely manner.
3. New school sites should be sited as close as possible to areas of the highest population densities, and where roads and pedestrian paths provide the safest access to the sites.
4. Joint use of school facilities for recreation and other public uses which do not conflict with the primary educational use are to be encouraged.
5. Levy developer impact fees to the fullest extent possible and, if necessary, adjust the fees annually to reflect the inflation factors.
6. Designate future school sites on the Plan area map, identified by general location, size requirements, and likelihood of development.

## **Implementation**

The Granite Bay Community Plan area is served by the Roseville High School District, Eureka Elementary School District, and Loomis Union School District. At present, three schools exist in the area: Wilma Cavitt School, Eureka School, and Greenhills School. New development in the area will heavily impact the Roseville High School District and the Eureka Elementary School District. Both districts have prepared Master Plans which address the future educational needs of residents of the Granite Bay area. Currently, fees paid by private development activity covers only about 25% of the needed funding for new school facilities.

The Granite Bay Plan indicates three new school sites which will be needed in order to accommodate the planned growth in the area. A new high school with a capacity of up to 1800 students is currently being planned south of Eureka Road east of Sierra College Boulevard. A new elementary school site is in the process of being acquired by the Eureka School District as a part of the Treelake Village project, and a new junior high school site is shown on the Plan in the vicinity of Douglas, Berg, and Olive Ranch Roads.

## **E. OTHER PUBLIC SERVICES**

Other Public Services are provided to the residents of the Plan area by Placer County at the present time. Municipal and Superior Courts are a county function as are Animal Control and Agricultural Standardization and Weights and Measures.

[Table Of Contents](#)

[1. Introduction](#)

[2. Community Development](#)

[3. Resources](#)

[4. Health and Safety](#)

[5. Public/Quasi Public  
Services](#)

[6. List of Maps](#)

[7. Appendices](#)